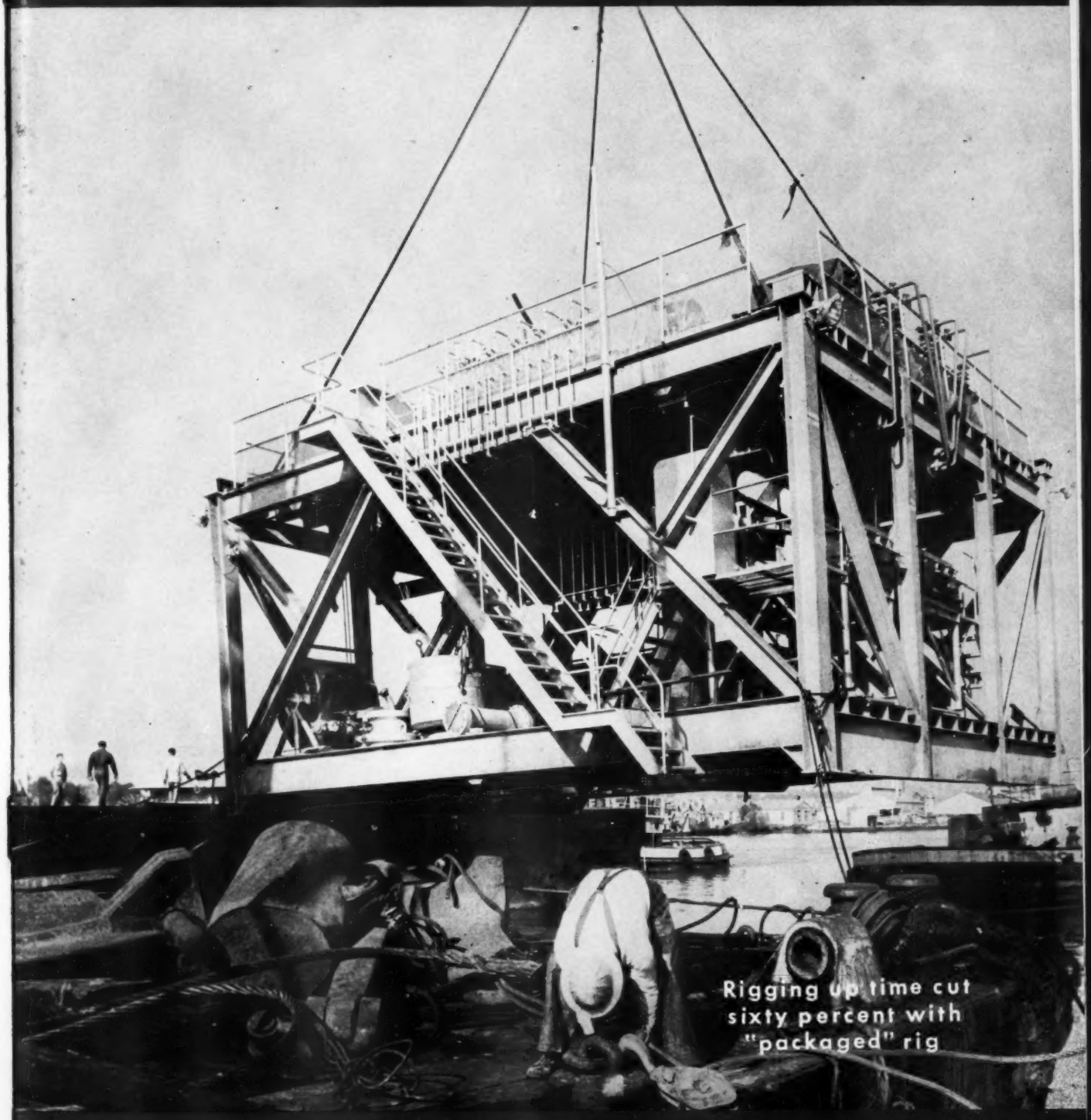
FIRST IN THE FIELD!

Offshore

The Marine Oil OPERATIONS Journal

Offshore Outlook 1956

See page 17

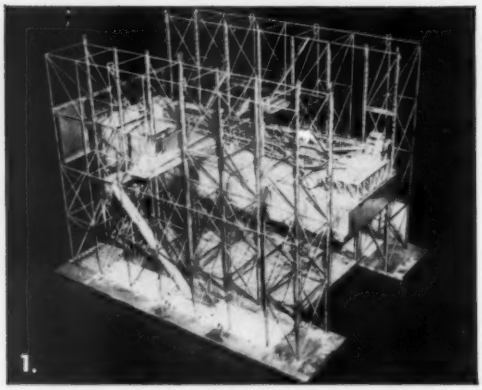


Rigging up time cut sixty percent with "packaged" rig

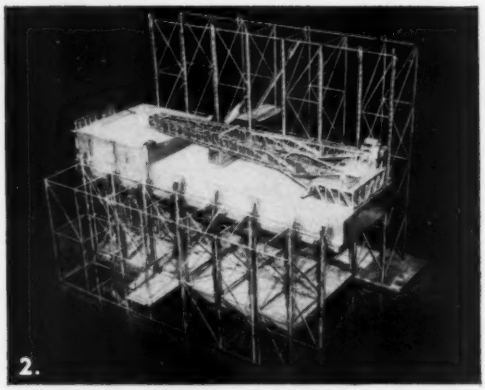
Thirty-five Cents

February, 1956

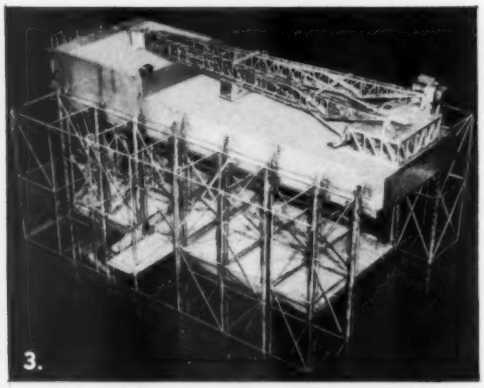
Higgins Deep-Water Platform* Interests Oilmen



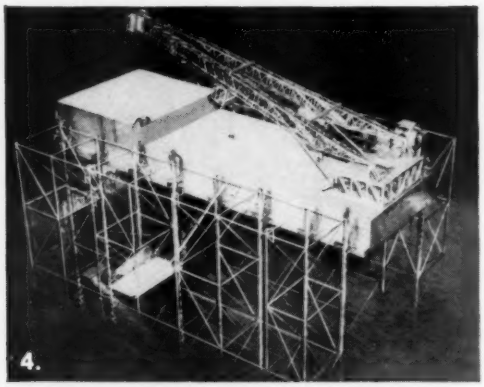
Operating model shows 3-section unit as towed to job in offshore field. Sections are secured by special devices which prevent parting, regardless of weather.



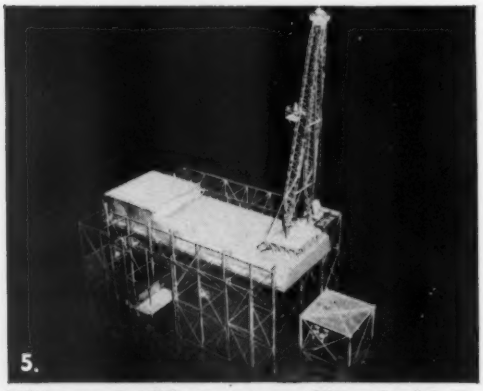
First, one of the outer sections is lowered so that pontoon rests on bottom of Gulf. Landing platform for service vessels is now in position.



Other outer section is next submerged. (Special wave-making device in model tank demonstrates how model withstands heavy gales.)



Center pontoon is lowered to bottom, providing broad base of support for drilling structure. Drilling platform and service decks, including helicopter landing deck, remain at top. Mast is raised.



With use of drilling mast as stiff-leg derrick the well-head protective jacket is set into drilling position. The new Higgins rig can be designed for depth up to 250 feet.

CHECK THESE ADVANTAGES

- Simplified construction reduces initial and maintenance costs.
- Ample clearance above mean gulf level permits operation under adverse conditions.
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- Suitable spread footing offers sufficient resistance to movement from external forces.
- Large bearing area permits variation of bottom pressure to offset soil limitations in certain areas.
- Integrated units permit ease of transportation through locks, bridges and channels.
- Supply handling simplified to save time and thus further reduce operating costs.
- Makes possible the use of shallow-water drilling barges for deep-water operations.

* Patent Applied For

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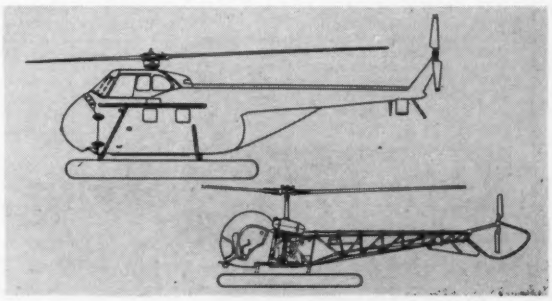

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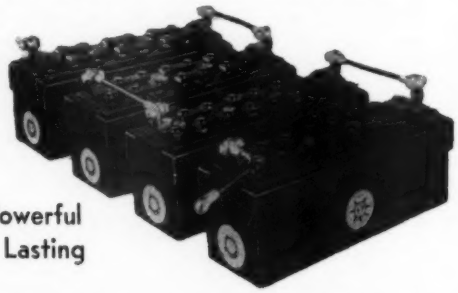

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Surrette Storage Battery Company, Inc., Jefferson Avenue, Salem, Mass.

Oil Man's Calendar

1956

FEBRUARY

22-23 Iowa Independent Oil Jobbers Association, Inc. (convention), Fort Des Moines Hotel, Des Moines, Iowa

24 Natural Gasoline Association of America (regional meeting), Lincoln Hotel, Odessa, Texas

27-29 American Association of Petroleum Geologists (Rocky Mountain Section convention), Auditorium, Denver, Colo.

MARCH

7-9 AMERICAN PETROLEUM INSTITUTE (Division of Production, Southern District Meeting), Plaza Hotel, San Antonio, Texas

12-16 National Assn. of Corrosion Engrs. (annual convention), Statler Hotel, New York, N. Y.

19-21 Mid-West Gas Assn., Hotel Fontenelle, Omaha, Nebr.

19-21 Western Petroleum Refiners Association (annual meeting), Plaza Hotel, San Antonio, Texas

20-22 Ohio Petroleum Marketers Assn., Inc. (Spring Convention & Trade Exposition), Deshler-Hilton, Columbus, Ohio

21-23 AMERICAN PETROLEUM INSTITUTE (Division of Production, Southwestern District Meeting), Texas Hotel, Fort Worth, Texas

APRIL

1-4 American Institute of Electrical Engrs. (Southwest District No. 7), Dallas, Texas

19-21 Gas Appliance Manufacturers Assn. (annual meeting), The Greenbrier, White Sulphur Springs, W. Va.

23-25 Southern Gas Assn. Convention, Dallas, Texas

MAY

2-4 American Institute of Electrical Engrs. (Northeastern District No. 1), Rochester, N. Y.

6-9 Liquefied Petroleum Gas Assn. (Convention and Trade Show), Conrad Hilton Hotel, Chicago, Ill.

14-16 AMERICAN PETROLEUM INSTITUTE (Annual Pipe Line Conference), Shamrock Hotel, Houston, Texas

14-17 AMERICAN PETROLEUM INSTITUTE (Division of Refining, 21st midyear meeting), Montreal, Canada

San Antonio API Meeting To Hear Offshore Papers

Two papers on offshore topics will be presented before a San Antonio meeting of the Southern District, Division of Production, of the American Petroleum Institute March 9.

They are "Directional Drilling Around Piercement-type Salt Domes Offshore," by K. R. Joint, with Magnolia Petroleum Company at Morgan City, La.; and "Use of Helicopters in Offshore Drilling and Production Operations," by Richard J. Howe, with Shell Oil Company in Houston.

The three-day meeting will be held at the Plaza Hotel beginning March 7.

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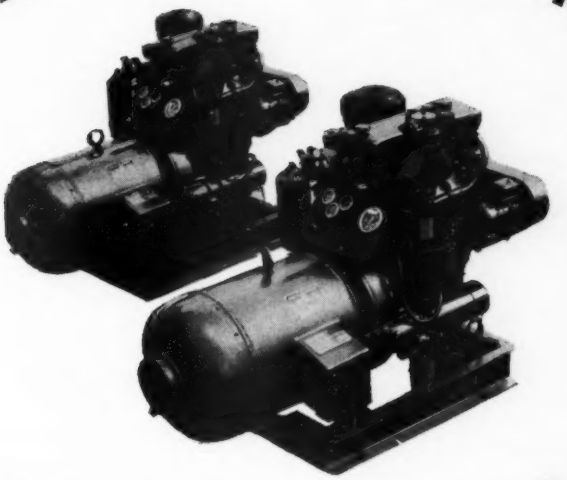

Two 20 KW Generator Sets

The above pictured George Engine Company, Inc., Generator Sets are two 20KW Single Phase 110/220 Volt Units which were installed recently in an 87' Offshore Work Boat carrying U. S. Coast Guard Certification.

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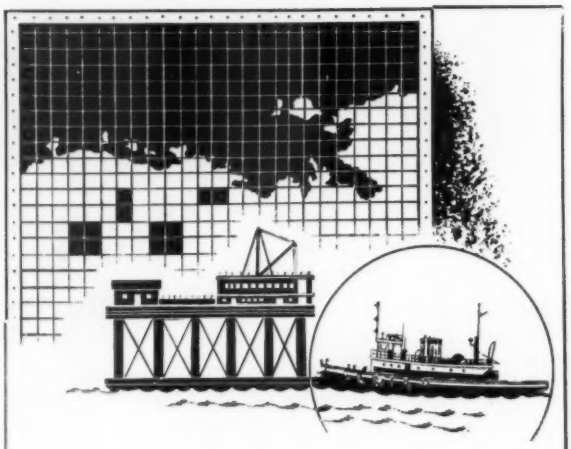

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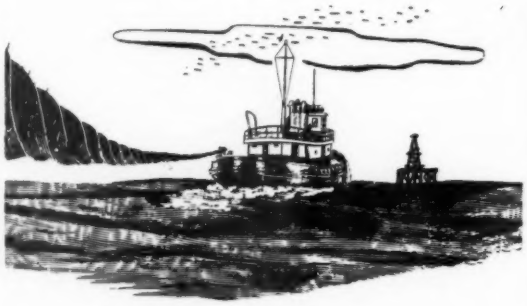

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This Month Offshore

Offshore Outlook for 1956 17
"Packaged" Rig Cuts Rigging-Up Time 19
Aramco's Persian Gulf Operations 23
February Deadline for OCS Sale Nominations 25
Whirleybirds for Borneo 25
Sulphur Mining Scheduled in Lake Pelto 27
Control Centralization on an Offshore Drilling Tender 31
Towers Replace Caissons on Offshore Company Mobile Units 33
Mississippi May Be Next 57
Emergency Fuel Shut-Off System 52
Rope Cage Makes Boat-To-Drill Barge Transfer Safe 53

Technical

Pinnacles Are Clue To Oil 36
Mooring of Drilling Tenders 39

News from the Shipyards

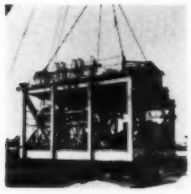
Siamese Ships Launched at Ingalls 46
Placid Orders Drilling Barge 47
Drill Barge for Venezuela 47
Mecom Building Offshore Tender 47
"Semi-Offshore" Units Ordered by Penrod 48

News from the Service Companies

Dreyfus Supply and Machinery Corporation Organized 49

Departments and Features

Oil Man's Calendar 4
Way Offshore With The Publisher 11
Editorial 13
This Month Offshore 25
Industry Items 34
Mobile Units 43
Drilling Tenders 44
Self-Contained Platforms 45
News From The Shipyards 46
Service Personalities 49
New Equipment 52
Exploration 57
Offshore Locations 60
Offshore Completions 62
Advertiser's Index 65
Slush Pit 66



Time-Saving Package 19

Fourteen units weighing less than 240 tons each make a complete offshore rig

The Safaniya Field 22

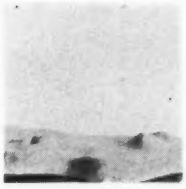
Aramco has 18 wells in the Persian Gulf, more scheduled, north of Bahrain Island

Within Reach 31

Offshore, central controls are the trend. Take, for example, the tender NOLA I

Submarine Pinnacles 36

Their origin is uncertain, but pinnacles on the Gulf floor may be clues to oil



Going Up? 53

Boat-to-drilling platform transfer made far less hazardous by a new rope cage

Cover courtesy of Salt Dome Production Company.

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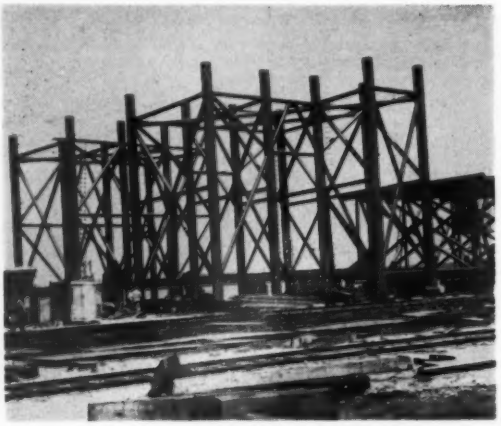

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New Staff Members

Arthur I. Coyle Brings 25 Years Of Oil Experience to OFFSHORE

OFFSHORE has added, in the person of Arthur I. Coyle, more than 25 years of experience in the oil and oil-associated chemical industries.

Coyle, a native of Corpus Christi, has had petroleum industry positions ranging from heavy oil fiield construction contracting to doing advanced research in mud chemicals.

He worked in the oil fields between 1927-42—as pipeliner, toolpusher, and heavy construction man—then spent two years in the United States Navy. Subsequently, he became Houston office manager and mud engineer for the American Cyanamid Company. He was with American Cyanamid for eight years.

Prior to joining OFFSHORE Coyle was technical director of the petroleum chemicals division of the Rumford Chemical Works.

He is the new technical editor of OFFSHORE.

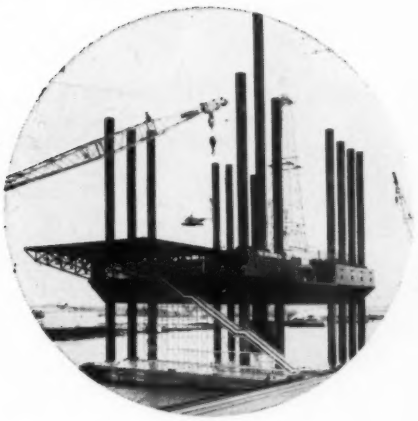
David Walker New Equipment Editor for OFFSHORE Magazine

David G. Walker, now new equipment editor for OFFSHORE, wet his offshore feet shortly after joining the staff of OFFSHORE.

On a subsequent page is the yarn which he wrote as the result of a field trip to a Zapata Off-Shore Company rig off Galveston.

Walker received his Chemical Engineering degree from Tufts College, Medford, Mass., in 1948. Upon graduation, he went with John Wiley and Sons, technical book publishers, as a college traveler. In 1952 he was employed by the production department of Magnolia Petroleum Company in Luling, Texas.

Just prior to coming to OFFSHORE, he was a field engineer in corrosion and oil treating work with the Tretolite Company.



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Way offshore . . .

With the Publisher

ONE of our editors came up with a wild idea—and it has us all intrigued. He wanted to plot all of the offshore acreage that might be drilled in the Gulf of Mexico, Caribbean, and down the chain of islands from Florida to Trinidad.

Well, we sent out for a map and some blue pencils. and plotted the 10, 20 and 100 fathom lines—the oil companies think they'll be drilling in 600-foot water one day soon. And the results of this little experiment are simply fantastic!

There's millions upon millions of submerged acres that could be labeled wildcat country—between the shoreline and 600 fathom mark. Or you might call this flooded area possible future marine oil provinces, if you prefer a more high-falutin' term. At any rate, there are plenty of places in this big, bounding whale pasture where a body could set down a platform or barge rig 100 miles from land—and still be in water only spraddling deep.

Not even deep enough to drown an octopus in!

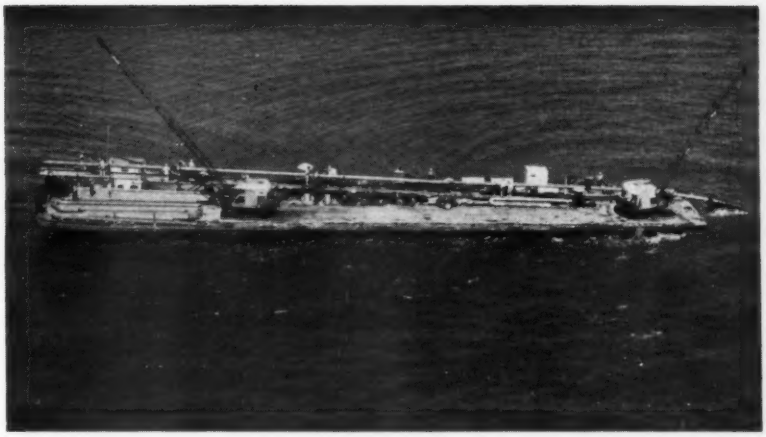
Maybe the whole Gulf of Mexico and Caribbean won't bristle with oil derricks, but there are several spots where you could go 150 miles or more from land and stand in the water without getting your hip pockets wet—providing your legs are six hundred feet long. And we're not referring to reefs, pinnacles, islands or uplifts. We're talking about the average depth of the ocean floor.

So if you're a young man and ambitious, and own a second-hand drill barge or a land rig and some used telephone posts to serve as piling, you might winter in the Bahamas (and drill an offshore wildcat to defray expenses), or fish a big old underwater lease off Yucatan, Nicaragua or Trinidad (while doing field development work).

Of course, it won't be that simple, but all of that offshore acreage is intriguing. So much so, in fact, that we've decided to do a slick job on that map and include on it some other information we think would stand publishing. Then . . .

You'll be seeing it in OFFSHORE real soon!

Long John Latham



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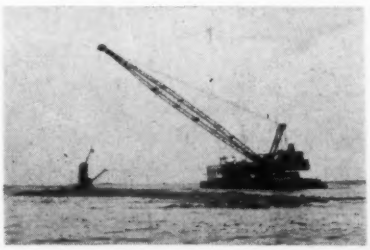

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ON AN offshore drilling barge or platform, a split-second's delay in the transmission of a signal can endanger the lives of rig personnel being transferred from a boat to the raised deck of the structure . . .

In handling heavy tonnage up to the platform deck, the supply boat may be endangered or damage done to the rig itself if the crane operator is working blind . . .

You can guard against injury to personnel and property loss by putting your crane operator in an elevated or extended cab (a special Link-Belt feature) where he can see! You can further increase the efficiency and safety of your operation by mounting your Link-Belt Crane on one of our special Bado Marine Bases . . .

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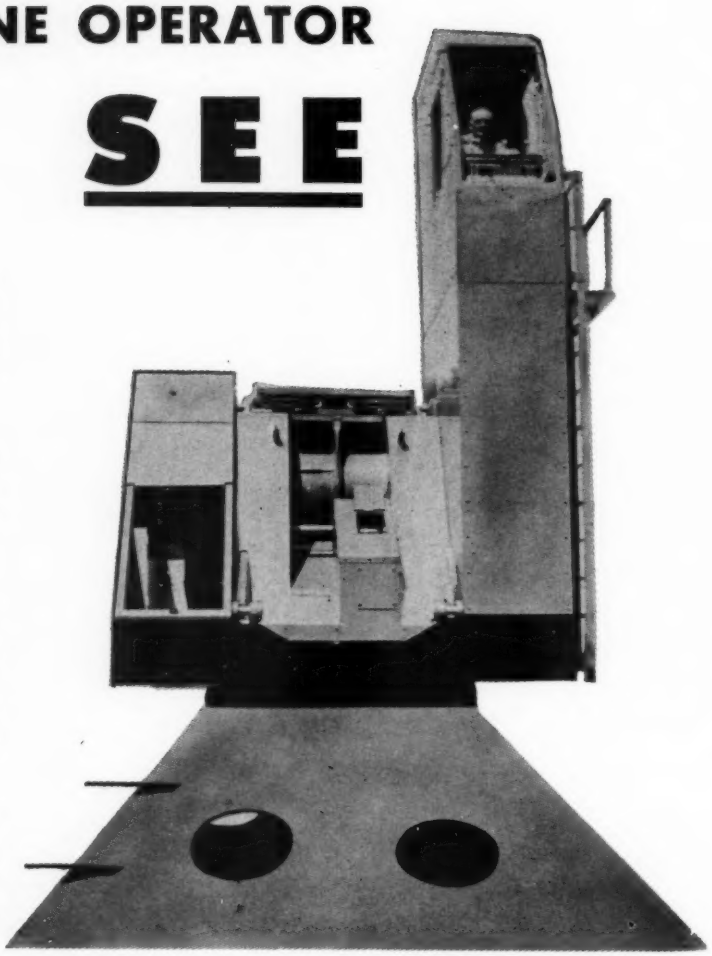

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HOUSTON, TEXAS

Nothing simple

About the Gulf of Mexico

Occasionally there comes to the office of OFFSHORE a reminder that the Gulf of Mexico and other large bodies of water are, indeed, quite complicated.

To the uninitiated—including us—bodies of water have three basic conditions: 1) Too cold to swim 2) Too rough to boat and 3) Too deep to drill.

Perhaps many an oilman has wished matters were that simple, but lacking that utopian condition we can only be grateful that a group of scientists—the oceanographers—spend their time making painstaking studies of the marine environment.

How complicated these studies can be is well shown in two volumes recently published by the Texas A & M Research Foundation.

The two volumes actually cover only one research project—Number 98 done for the U. S. Navy Hydrographic Office—but the variety of subjects covered and the effectiveness with which they are discussed make the resultant work awesome.

Title is: "Literature Survey of Lake Charles, La., Gulfport & Mobile, Ala., and Pensacola, Fla, and Their Approaches." In actuality, the areas involved cover a large part of the continental shelf between Lake Charles and Pensacola.

Given the old premise that one picture is worth 10,000 words, the volumes contain several million words. Many are the maps which are included, and they range from the physiographic features of southwestern Louisiana through the subsurface currents at the Southwest Pass of the Mississippi River.

In Volume I, marine geology is discussed by V. J. Henry and Edward H. Shenton. They cover regional geology, bottom sediments, hydrography, and geophysical investigation of the areas involved with the aid of many maps and tables—including some which are the results of subsoil foundation investigations done for specific drill sites offshore.

Volume II involves both physical oceanography—water mass characteristics, transparency, currents, and sea and swell—and marine biology. It is by L. M. Jeffrey, who did the physical oceanography section, and George Moskovits, who wrote on marine biology. (Mr. Moskovits is the author of "Rock Borers and Their Relation to Concrete Structures in the Gulf of Mexico," which appeared in OFFSHORE in September.)

In addition to such technical data as salinity, chlorinity, and temperature, the physical oceanography section discusses the more dramatic elements of storm and tidal currents and hurricanes.

Mr. Moskovits devotes several pages to the occurrence and distribution of fouling organisms on the Gulf Coast and in the Gulf of Mexico.

In all, the volumes are convincing evidence that oceanography, with its many branches, has a definite role to play in offshore operations.

THE EDITOR

The OIL SERVICE . . .

82 Feet of Topnotch Work Boat!

Built by Calcasieu Shipbuilding Corporation and powered with two 300 HP Buda diesel marine engines, the OIL SERVICE is the first of two all-purpose utility craft to be delivered to Sea Service, Inc., of Harvey, La.

Designed by Bill Henderson, President of Sea Service, Inc., the OIL SERVICE is tailor-made for rough, tough, service in the marine oilfields of the open Gulf.

With a length overall of 82 feet, the OIL SERVICE has a beam of 20 feet and draft of 4'6". Coast Guard approved and certified to carry 31 passengers, the OIL SERVICE has a speed of 15 MPH and can carry 5000 gallons of fuel and 3500 gallons of fresh water. The aft cargo hold measures 18 feet x 15 feet, and there is ample deck space for cargo.

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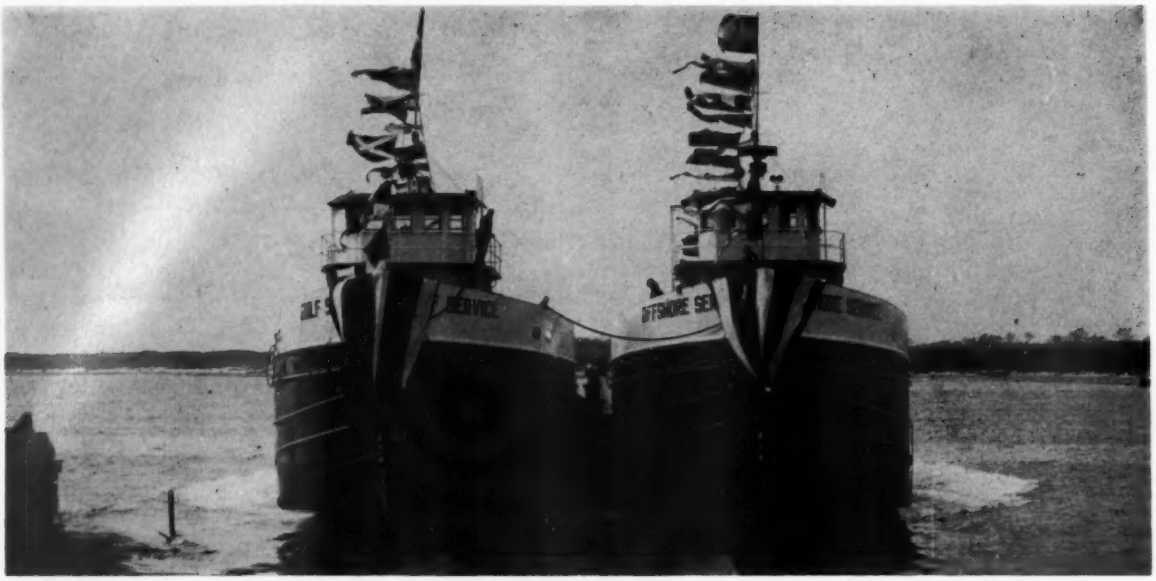

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The GULF SERVICE and OFFSHORE SERVICE, above,are twin 135-foot supply ships built by Ingalls Shipbuilding Corporation. Each will carry 3,500 barrels of drilling water to offshore rigs, haul a similar amount of crude oil back. Powered with twin 500 hp Buda diesel engines, both the GULF SERVICE and OFFSHORE SERVICE are capable of carrying two large stacks of Range 3 drill pipe, and will do offshore towing of drilling barges and tenders and act as standby tugs. The OIL SERVICE, below, is an 82-foot utility vessel built by Calcasieu Shipbuilding Corporation of Sulphur, La. Powered with two 300 hp Buda diesel engines, the OIL SERVICE is certified to carry 31 passengers. It will also haul supplies and do offshore towing. With 6 supply ships and 7 large crewboats in operation, Sea Service, Inc., specializes in Marine Transportation for the Oil Industry. Our crew boats are U.S. Coast Guard approved for carrying passengers for hire. Our supply vessels are classified with the American Bureau of Shipping and are U.S. Coast Guard approved for carrying freight for hire.

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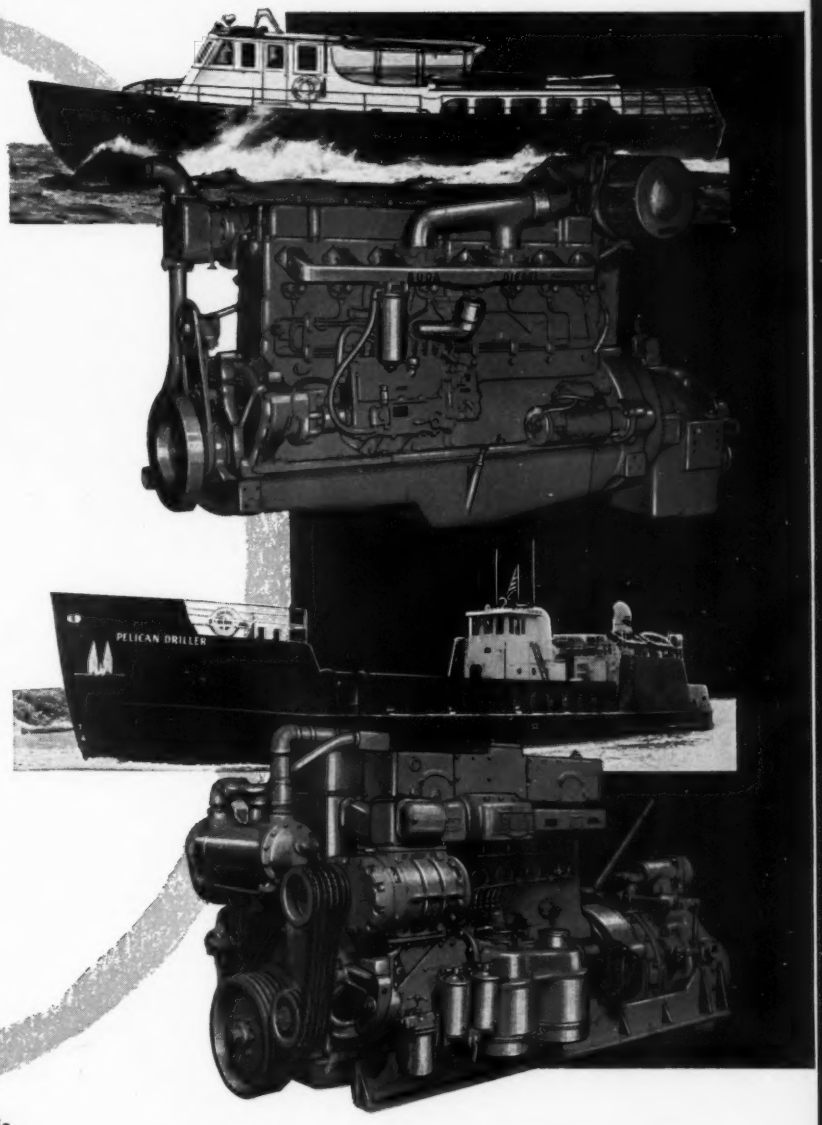
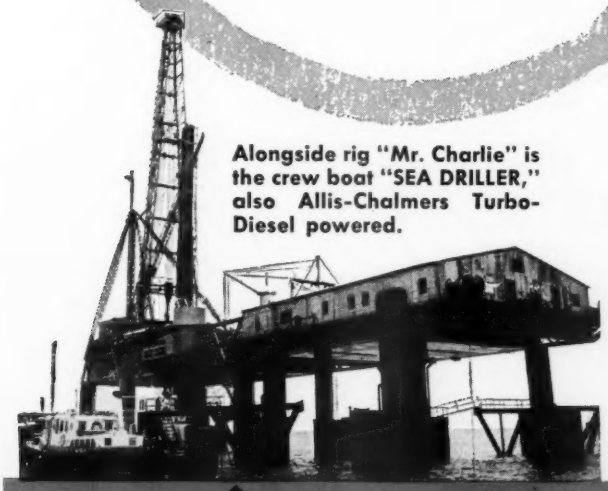


in Crew Boats

The rugged turbo-charged Diesel 1125 provides 300 continuous usable shaft horsepower — for high-speed crew boat service. 65' steel hull boats like the "Buda Driller" cruise 20 MPH and faster, day after day in rough outside water.

in Work Boats

Dependable trouble-free performance of utility tenders like the "PELICAN DRILLER" powered by a pair of supercharged 1879 Diesels, keep rigs like "Mr. Charlie" supplied with water, equipment and supplies on a steady schedule. Her Diesels give "Pelican Driller" the power to transport maximum loads quickly and safely — fast pilot house control permits pin-point maneuvering when coming alongside the rig.



Alongside rig "Mr. Charlie" is the crew boat "SEA DRILLER," also Allis-Chalmers Turbo-Diesel powered.

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Regardless of the size you choose to power your boats, you get the same dependability, operating economy and safety that these engines are famous for the world over.

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February, 1956 **Offshore** Vol. 3, No. 6

Offshore Outlook: 1956

- **Record number of wells to be drilled**
- **Shortage of marine drilling units, tubular goods may limit development**

By THE EDITOR

A RECORD NUMBER OF WELLS—perhaps close to double the 1955 total—will be drilled offshore from Texas and Louisiana in 1956, a survey just tabulated by OFFSHORE indicates.

Questionnaires answered by top men in 18 companies holding acreage off the two states showed:

1) Approximately 44 percent of the operators expect to drill **more than 100 percent more wells offshore in 1956** than they did in 1955.

2) Approximately 55 percent plan to drill **more than 40 percent more wells offshore in 1956.**

3) Most of the 1956 **change will be off Louisiana.**

4) Principal factors which might deter such planned increases are **shortages of offshore drilling units and tubular goods.**

The operators who answered the survey forms have more than 1.5 million acres leased off Texas and Louisiana. Ten of them have in excess of 100,000 acres each.

Big operators . . . Perhaps the most significant part of the survey were the replies of the 10 companies with the largest leaseholds. In this group, six companies said they expected to increase their drilling offshore more than 100 percent. One company each said they planned a drilling increase of 0-20 percent, 20-40 percent, and 40-60 percent.

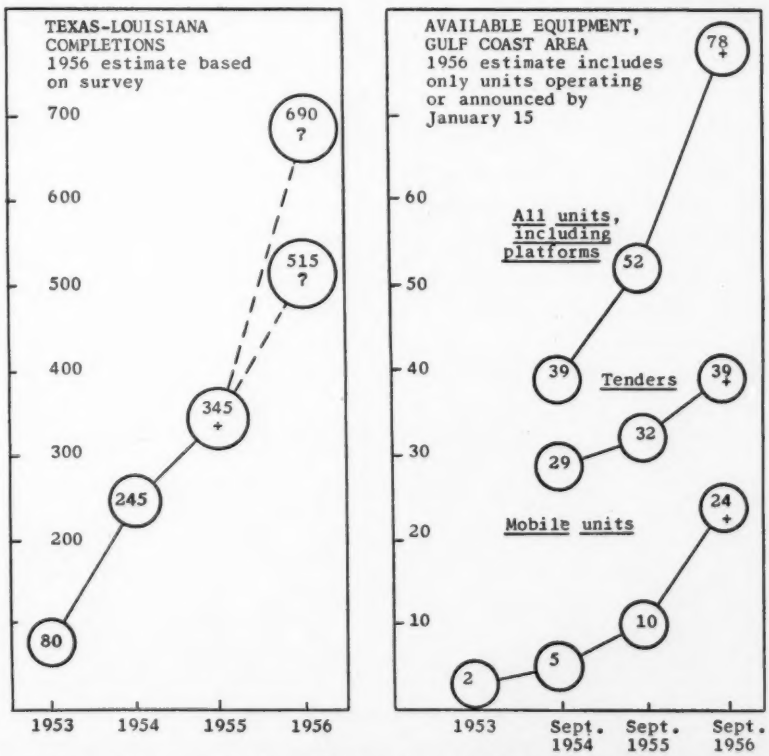
Less drilling was anticipated by just one of the major lease holders, and the decrease was to be only 0-20 percent of the 1955 wells.

Asked the actual number of tests they would drill off Texas and Louisiana in 1956, four companies said they planned 20 or more. Three operators slate 1-10 tests, and two will probably drill 10-20. One did not specify.

All of the 10 top firms said most of their change in activity would be off Louisiana.

Other companies . . . Of eight operators with less than 100,000

(Continued on page 42)



Barring a shortage of major drilling equipment, 1956 should be another record year for Gulf of Mexico oil operations. A survey conducted by OFFSHORE indicates that between 50 and 100 per cent more wells will be drilled (left graph). Equipment available has also risen rapidly in recent years (right graph). The estimate of equipment available by September, 1956, is conservative, based on new construction officially announced.

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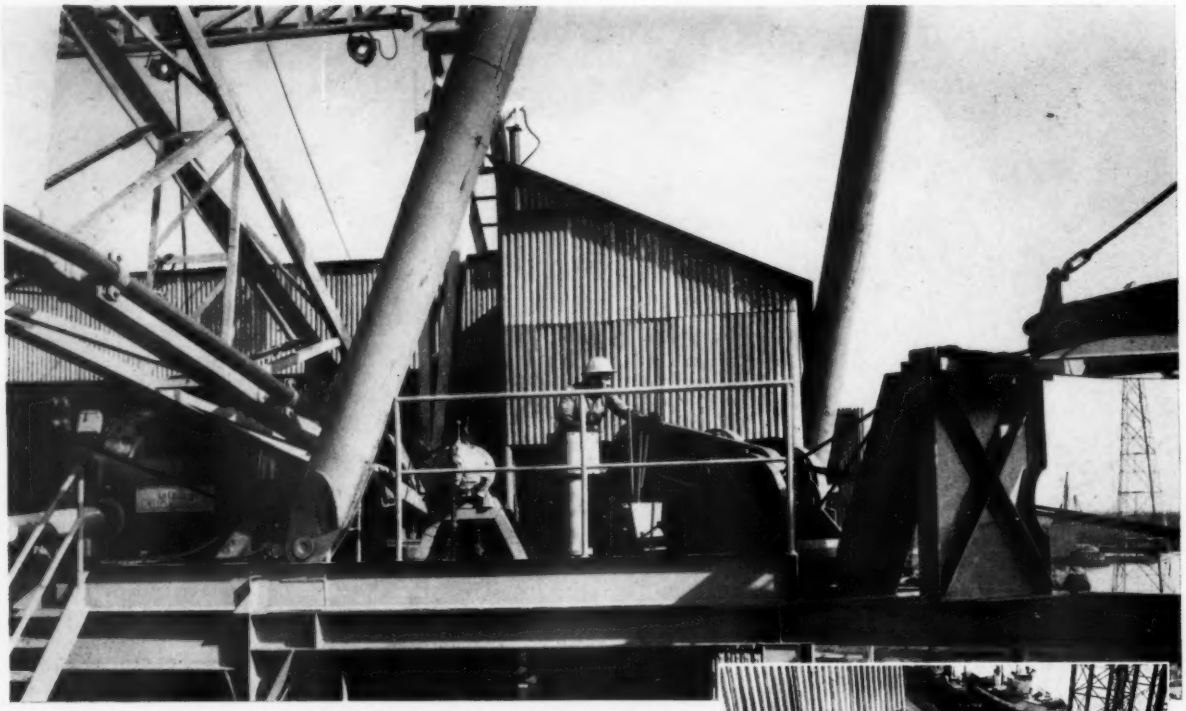

CLYDE HOIST TO SPEED OFFSHORE OPERATIONS!

Where distances make delays extremely costly, Clyde "Quality-Plus" Hoists are doubly appreciated for their dependability of operation.

Anti-friction bearings on drums, drum shafts and brake shafts minimize maintenance, reduce adjustment periods and effect greater operating economy through less power consumption.

Safety features of Clyde Hoists include husky, stub tooth pawls that lock in or out of deep pockets of square tooth ratchets. Wedge type fasteners hold cable firmly without danger of slippage and without kinking. Large diameter brakes allow operator full load control safely and easily.

All control levers are banked to a comfortable seat for the operator to provide fatigue-free operation. Where lever bank must be located remotely from the hoist to provide better visibility of the work, air controls are available.

WRITE FOR COMPLETE INFORMATION.

A two drum Clyde Hoist on American Tidelands, Inc., Drilling Barge 101, recently built by Alexander Shipyards, Inc. Note the convenient arrangement of levers and the unobstructed view the operator has of the Clyde unit and the hoisting and spotting operations. Illustration shows offset mounting of bull wheel swinger to allow free lead of lines from all drums.

Clyde two piece band friction clutches give exceptionally smooth, positive engagement and release. Clyde clutches are internally expanding to allow larger friction diameters, easier adjustment, faster dissipation of heat and replacement of lining without removing drum.

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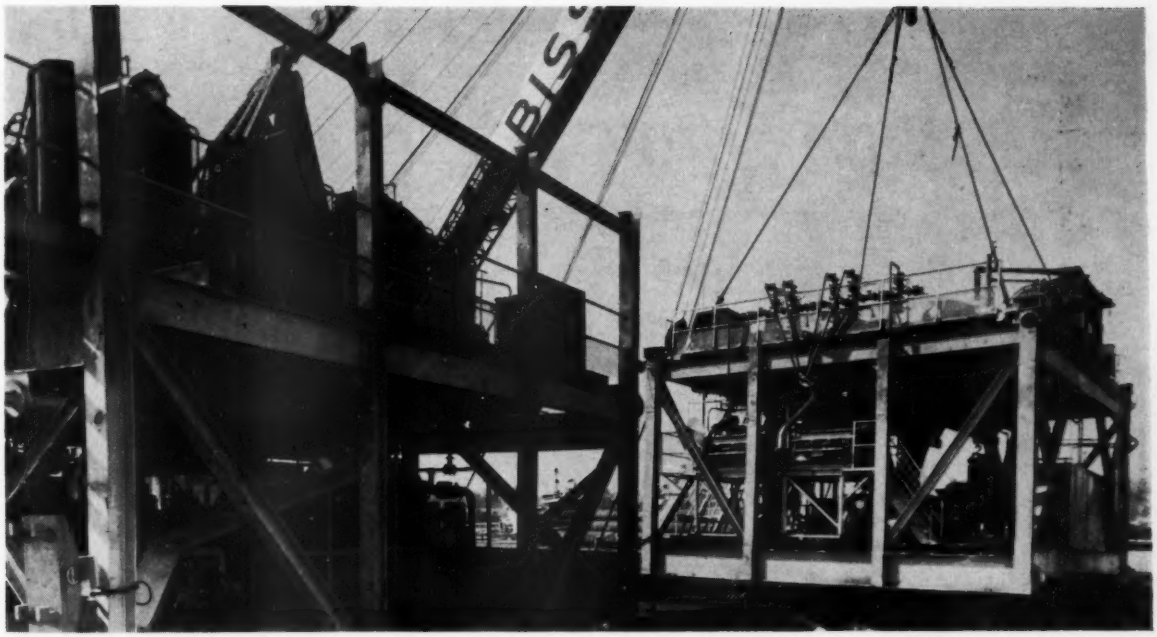

Two of the 14 units which help Salt Dome Production Company slash its rigging up time. At left is the 35′ x 40′ engine substructure, which houses three diesels in compound, the two main mud pumps, mud mixing pump, and part of the drawworks. At right is the 30′ x 40′ derrick substructure.

Salt Dome's "packaged" rig . . .

Cuts Rigging Up Time Sixty Percent

Fabricated by Hunt Tool Company, packaged unit lowers platform costs, cuts capital outlay

SALT DOME Production Company of Houston has cut its rigging up time on offshore platforms more than 60 percent by using a packaged self-contained rig — complete with heliport and living quarters for 46 men.

The first such rig for self-contained platforms went into use early in January off the Louisiana coast.

All components of the rig can be assembled on an offshore platform in 5½ days—compared to the 14 days normally required to rig up. The 14 individual units, fabricated by Hunt Tool Company in Harvey, Louisiana, weigh 240 tons or less each.

Salt Dome's **Rig No. 12** will find excellent application in field development, according to S. H. Lloyd, an official of Salt Dome. The rig uses standard equipment and is capable of drilling to 13,000 feet. In addition to the time saving aspects the rig means no added capital expense for the operator and lower platform costs through improved design. Incorporated features include unitized living quarters with helicopter landing platform on the top

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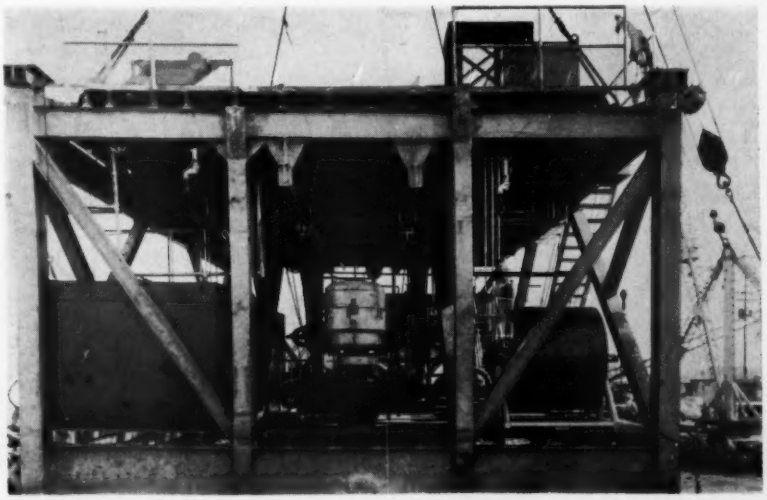

Derrick substructure. On it are mounted the derrick floor equipment, part of the drawworks, the shale shaker and blowout preventers.

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GM GENERAL MOTORS DIESEL POWER

"Packaged" Rig . . .

(Continued from preceding page)

deck, a special two-well derrick, and built-in skid jacks.

Arrangement . . . The engine substructure unit measures 35′ x 40′ and contains three diesels in compound, the two main mud pumps, mud mixing pump, and part of the drawworks assembly.

The derrick substructure unit measures 30′ x 40′ and contains the derrick floor equipment, part of the drawworks, and the shale shaker and blowout preventers. The Schlumberger unit is mounted on top of the engine substructure. Living quarters are in a separate unit measuring 30′ x 80′ and are designed to accommodate 46 men.

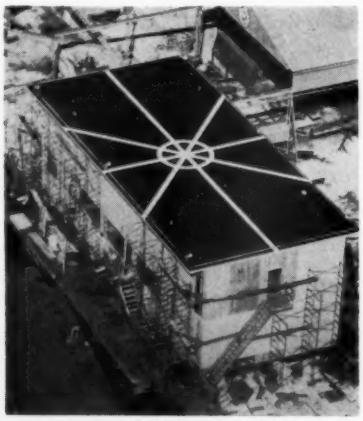
Derrick . . . The derrick, a special two-well type designed and manufactured by Lee C. Moore Corporation, is 30′ x 40′ x 140′.

Other units are four mud tanks (one to a unit), pipe rack and water storage assembly (one unit), portable water tank, fuel tank, dragline, and stiff-leg derrick.

Construction . . . Construction of the first packaged self-contained rig for use on an offshore platform began early in October, 1955, at Hunt Tool Company in Harvey. Fabrication of individual units was completed by December 10, but bad weather held up the initial offshore installation until January 2, 1956.

On January 7, the first well to be drilled by the rig was spudded in in Block 154, Ship Shoal Area, where it is currently drilling.

A similar packaged unit for use in tender-platform operations has been in use by Salt Dome off the coast of Louisiana for several months.



Housing for 46 men is provided by Salt Dome in this 30′ x 80′ quarters unit, which also serves as platform for the heliport.

FOR SALE

BARGES

4 BARGES

DIMENSION—196.0′ x 34.6′ x 11′. DESCRIPTION—Flush Deck - All Steel - Welded. BUILT 1944 - Kearney, New York.....$12,000 each

7 BARGES

DIMENSION—120.5′ x 32.05′ x 7.4′. DESCRIPTION—Flush Deck - All Steel - Welded. Centerline Bulkhead. 6 Compartments - 2 Rakes. Collision Bulkhead. BUILT—1945 - New Orleans, Louisiana.....$11,000 each

BARGE A-300

DIMENSION—110.0′ x 30.0′ x 7.0′. DESCRIPTION—Flush Deck - All Steel - Welded - Concrete Dock - Centerline Bulkhead - 4 Compartments - 2 Rakes. BUILT—1934 - New Orleans, Louisiana.....$5,000

BARGE 289

DIMENSION—100.0′ x 26.0′ x 6.0′. DESCRIPTION—Flush Deck - All Steel - 1 Compartment - 2 Rakes. BUILT—1934 - Nashville, Tennessee. $5,000

BARGE A-102—FUEL BARGE

DIMENSION—65.0′ x 24.0′ x 4.0′ - Approximately 28,000 gallons. DESCRIPTION—All Steel - Welded - 4 Compartments - 2 Rakes. BUILT—1936 - New Orleans, Louisiana.....$3,500

BARGE WHW No. 2—FUEL BARGE

DIMENSION—50.0′ x 20.0′ x 4.7′ - Approximately 10,000 gallons. DESCRIPTION—All Steel - Welded - 1 Compartment - Tank Mounted on Deck. BUILT—1931 - New Orleans, Louisiana. $3,500

TUGS

TUG CORMORANT

HULL—Steel - 86.05′ x 21.85′ x 10.6′ - Built 1948 - Gross Tons 136.57 - Net Tons 53. MAIN ENG.—General Motors Cleveland Diesel - 800 H.P. AUX.ENG.—2 Hercules Diesel Generator - 65 H.P.

TUG CAPTAIN NEVILLE

HULL—Steel - 52.8′ x 16.7′ x 6.5′ - Built 1952 - Gross Tons 44.00 - Net Tons 17. MAIN ENG.—2 General Motors 6-110 - 550 H.P. AUX. ENG.—Sheppard Diesel - 6 H.P. - Draft 4′6″.

TUG GINGER

HULL—Steel - 57.3′ x 18.9′ x 7.5′ - Built 1946 - —MAIN ENG.—2 General Motors 671 - 330 H.P. Twin Screw. AUX. ENG.—Lister Blackstone - 6 H.P. - Draft 5′6″.

TUG OLGA D

HULL—Steel - 59′ x 16′ x 5.6′ - Built 1945. MAIN ENG.—2 General Motors 671 - 330 H.P. Twin Screw. AUX. ENG.—Sheppard - 6 H.P. - Draft 4′6″.

TUG MAYDEE

HULL—Steel - 62′ x 16.5′ x 6.2′ - Built 1940 - Gross Tons 52.11 - Net Tons 12. MAIN ENG.—Cooper Bessemer GN - 300 H.P. AUX. ENG.—Lister - 6 H.P. - Draft 5′8″.

TUG JAY GEE

HULL—Steel - 74′ x 15.2′ x 7.6′ - Rebuilt 1944. MAIN ENG.—Atlas Imperial - 275 H.P. AUX. ENG.—Lister Blackstone - 6 H.P. - Draft 8′.

TUG JACK

HULL—Wood - 54′ x 16.2′ x 6.1′ - Built 1936. MAIN ENG.—Atlas Imperial - 220 H.P. AUX. ENG.—Lister Blackstone - 6 H.P. - Draft 7′.

TUG ALON

HULL—Steel - 41.2′ x 13.1′ x 6′ - Built 1940. MAIN ENG.—Cooper Bessemer EN 100 H.P. AUX ENG.—Lister Blackstone - 6 H.P.-Draft 6′.

TUG DUBBY

HULL—Steel - 44.6′ x 12.9 - Built 1941. MAIN ENG.—General Motors 671 - 165 H.P. AUX. ENG.—Lister Blackstone - 6 H.P. - Draft 6′6″.

DREDGES

DREDGE NO. 1

HULL—Steel - 100′ x 38′ x 7′ - Built 1946. PUMP—American Manganese - Size 15″ Suction, 12″ Discharge. MAIN ENG.—Atlas Imperial - 400 H.P. AUX. ENG.—Cooper Bessemer EN - 220 H.P. LADDER—56′ Long. CUTTER—Powered by Cooper Bessemer Diesel Engine - 225 H.P. - Type EN 6RN - RPM 700. DRIVEN BY—10 - EI80 Gates Vulco Rope V. Belts from Dual Gear Box - 65 to 70 H.P. CUTTER TURNS—22 RPM. Accommodations for Crew.

DREDGE NO. 4

HULL—Steel - 94′ x 26′ x 6′ - Built 1924. PUMP—American Manganese - Size 12″ Suction, 10″ Discharge. MAIN ENG.—Cooper Bessemer GN - 350 H.P. AUX. ENG.—Atlas Imperial - 70 H.P. LADDER—45′ Long. CUTTER—Powered by Atlas Imperial Diesel Engine 70 H.P. Model 4 HS 282 - 650 RPM. DRIVEN BY—Chain - 55 H.P. CUTTER TURNS—22 RPM - Accommodations for Crew.

DREDGE BRADLEY CARR

HULL—Steel - 98′ x 30′ x 5.5′ - Built 1940. PUMP—American Manganese - Size 15″ Suction, 12″ Discharge. MAIN ENG.—Cooper Bessemer - GN - 350 H.P. AUX. ENG.—Cooper Bessemer - EN - 200 H.P. LADDER—52′ Long. CUTTER—Driven by Westinghouse DC Motor 75 H.P. - Amps 270 RPM 850. CUTTER TURNS—22 RPM Accommodations for Crew.

DREDGE A-306

HULL—Steel - 104.35′ x 36.05′ x 6.9′ - Built 1948. PUMP—American Manganese - Size 18″ Suction, 16″ Discharge. MAIN. ENG.—Atlas Imperial - 600 H.P. AUX. ENG.—2 Superior G B D 8 - Generator - 150 H.P. LADDER—57′6″ Long. CUTTER—Driven By Allis Chalmers DC Motor - 60 H.P. - 218 Amps - 230 Volts Continuous Duty 520/690 R.P.M. CUTTER TURNS—22 R.P.M.

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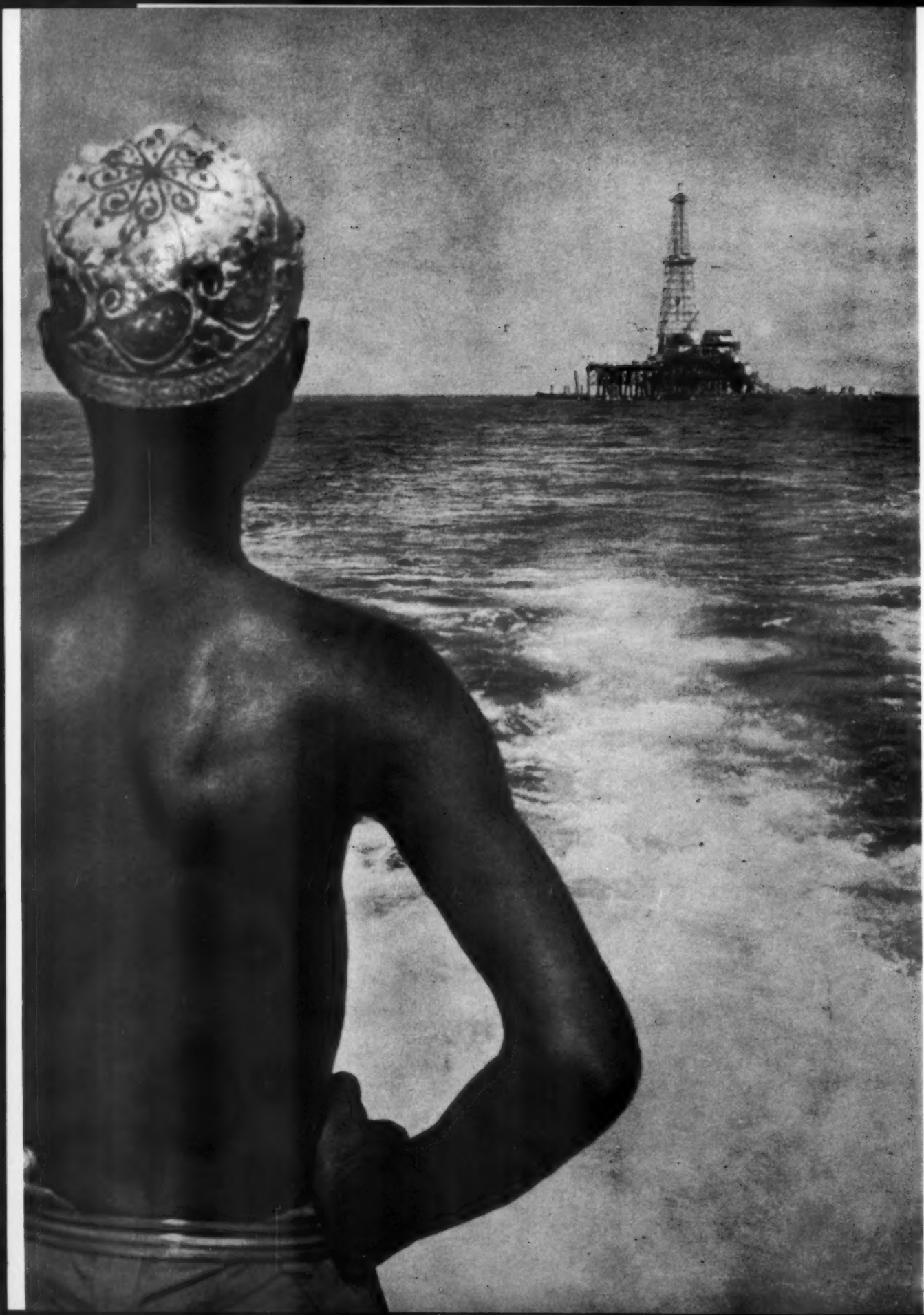

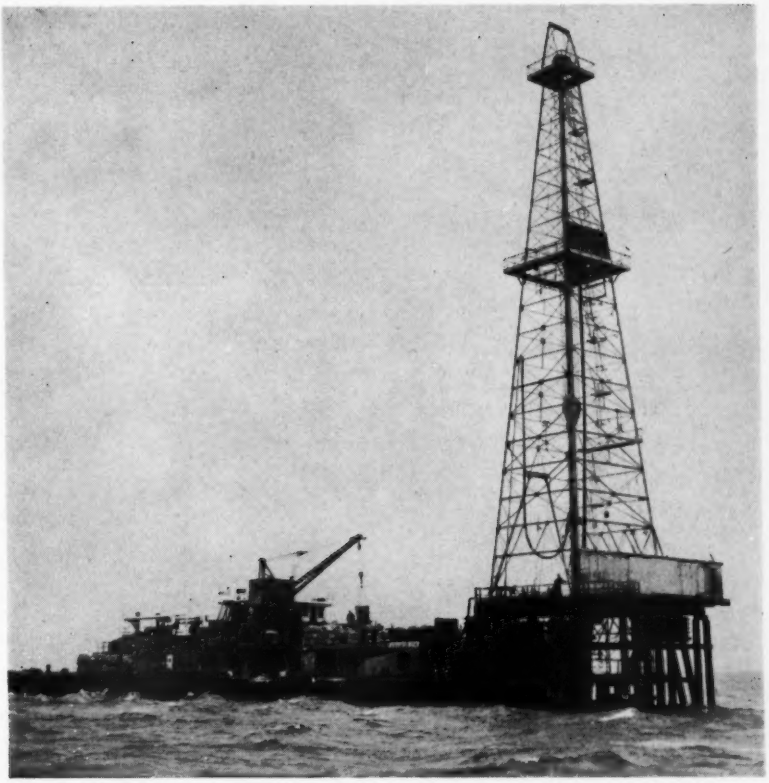

An offshore producer at Safaniya, Saudi Arabia, with the "Queen Mary" tied up alongside. The "Queen Mary," which is officially ARAMCO BARGE 136, arrived in the Persian Gulf after drilling in Venezuela for Creole Petroleum Corporation.

In the Persian Gulf

Safaniya Field Has 18 Wells

Aramco operates offshore with the "Queen Mary," a tender barge which has drilled in two hemispheres

OFFSHORE DRILLING OPERATIONS of the Arabian American Oil Company are located in the Persian Gulf near the port of Ras el Misha'ab about 240 kilometers to the north of Bahrain Island. Misha'ab was established some years ago by the Trans-Arabian Pipe Line Company as its port of entry for pipeline supplies during the construction phase of the great pipe line system.

Offshore development has been conducted entirely in an elongated anticline known as the Safaniya field. At present 18 wells have been completed. All wells to date have been located in a maximum of 45 feet of water, and almost all have been of an exploratory nature in delineating the Safaniya structure. The normal well has averaged approximately 35 days from spud-in to completion. Fifteen of the 18 wells in the Safaniya field have been drilled since late in 1951. Only the discovery well and two land wells were drilled previous to that time.

The Queen Mary . . . Offshore drilling work is done with **Aramco Barge 136** which is popularly referred to as the "Queen Mary." The barge originally belonged to Creole Petroleum Corporation and was purchased by Aramco in 1951 and towed across the Atlantic and into the Persion Gulf in the fall of 1951.

A typical drilling crew aboard the "Queen Mary" is made up of Saudi Arab nationals and an American driller. The driller is leader, trainer and advisor. The Saudi crew consists of assistant driller, derrick man, head man and four to six roughnecks. The American driller's responsibilities are largely in an advisory capacity, organizing work and training his drilling crew.

At the present time the barge is in drydock in Bombay, India, undergoing cleaning and repairing the hull as part of a preventive maintenance operation to keep the equipment in top operating condition.

Drilling supplies, mud, cement and casing are transported by barge from the major ports of Saudi Arabia lying about 210 kilometers southeast of Ras el Misha'ab. Standby supplies are stored at Misha'ab and the camp itself is served by two Aramco flights weekly for transporting drilling crews and fulfilling any emergency needs. Overland travel requires about 4½ hours driving over rough terrain.

◀ **Crew member of a launch bound for shore looks back at one of Aramco's wells in the storied Persian Gulf.**

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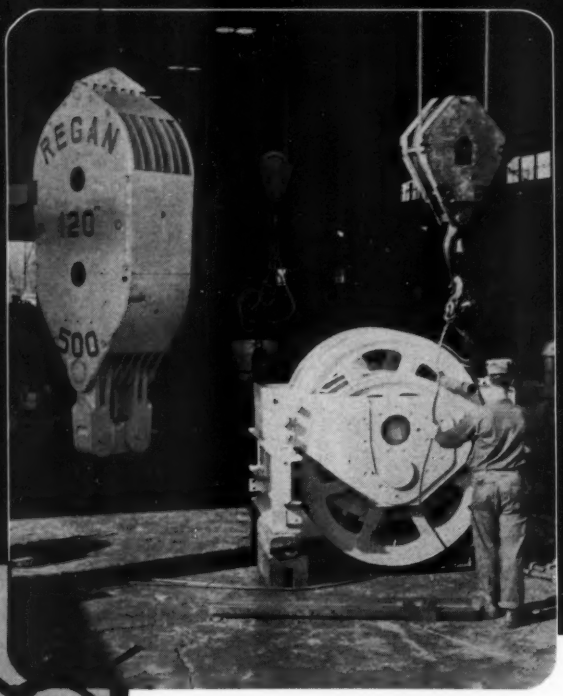

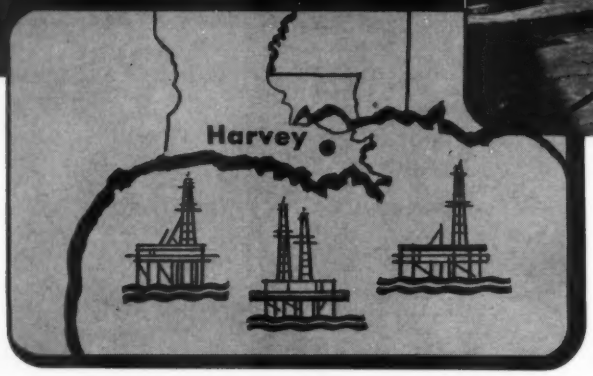

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February 10 Deadline Set For OCS Sale Nominations

Nomination of areas for prospective oil and gas and sulphur leasing in the Outer Continental Shelf off Louisiana and Texas may be submitted to the Manager, Bureau of Land Management, 608 Masonic Temple Building, 333 St. Charles Avenue, New Orleans 12, Louisiana, not later than February 10, 1956.

Copies of any such nominations must be sent to the Oil & Gas Supervisor, Geological Survey, Department of the Interior, 1503 Masonic Temple Building, 333 St. Charles Avenue, New Orleans 12, Louisiana. Envelopes should be marked "nominations for leasing in the Outer Continental Shelf."

Nominated areas must be identified by block numbers and names of areas as shown on the official leasing maps prepared by the Bureau of Land Management, including the West Addition, West Cameron Area, and the East Addition, High Island Area.

California

Shelf Not Public Lands Court of Appeals Rules

The outer continental shelf is not subject to the Mineral Leasing Act, but comes under regulations of the Secretary of the Interior.

This decision was reached by a U. S. Court of Appeals this month, which affirmed a District Court decision on application for "public land" leases off Huntington Beach, California. Federal courts had twice before taken the same stand—that the outer continental shelf was not public land.

The case might go to the Supreme Court, which has yet to suggest the tidelands are public lands.

Santa Monica Officials Told Of Possibility of Drainage

Redondo Beach drilling could drain potential oil pools off Santa Monica, officials of the latter city have been told by General Petroleum Corporation.

In November, Redondo Beach voters agreed to permit offshore drilling. A similar proposal was earlier voted down by Santa Monica.

General Petroleum has renewed a contract with Santa Monica to serve as contractor should the community permit drilling in the future.

"State Ownership Is Urged For Long Beach Tidelands"

Oil companies are trying to get the State of California to take over tideland oil properties now belong-

(Continued on next page)

Towers and overwater ropeways will be supplemented for land-to-drillsite travel when British Malayan Petroleum Company receives two new nine-passenger Westland S.55 helicopters for work near the Seria field, British Borneo.

Whirleybirds For Borneo

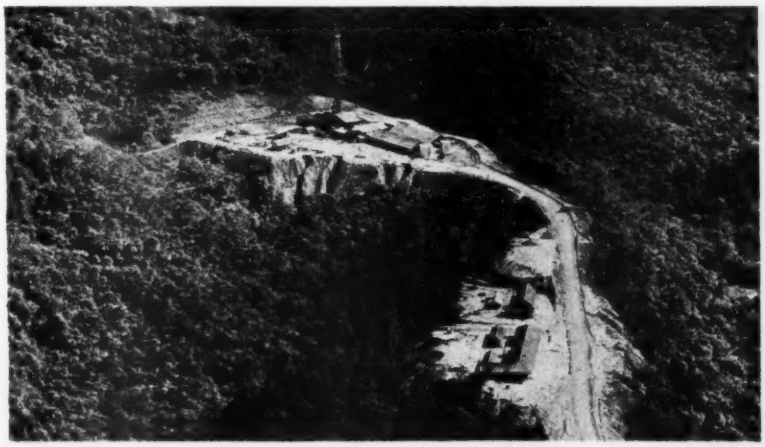
Two Westland S.55 helicopters to transport personnel, equipment to remote jungle locations, Seria offshore try

Two new nine-passenger helicopters are going to British Malayan Petroleum Company in British Borneo early in 1956 to overcome difficulties of traversing jungle and offshore distances.

The helicopters, Westland S.55 models, will transport passengers to a new platform in the fifth B.M.P. marine location near the Seria field.

Two miles out to sea, the platform is by far the largest the company has yet built and will include a heliport. On other offshore platforms the company had used a system of towers and an aerial ropeway from land to drill site.

For jungle use, British Malayan estimates the helicopters can transport entire drilling rigs—in 1,000 and 2,000-pound sections—for no more than the cost of constructing a new road over one mile of difficult country.



British Mayalan's helicopters will also take entire drilling rigs—in 1,000 to 2,000 pound sections—to almost inaccessible jungle locations such as this one at Jerudong.

State Ownership . . .

(Continued from preceding page)

ing to the city of Long Beach, California, according to The Reporter magazine, national news publication.

Reason: under state control annual return to the companies would be greater.

Hale Champion, writer of the article, says that Long Beach collects an average of 60 percent of the net return from oil on its properties. The state receives 25 percent of the net return from its oil properties.

Jamaica

Stanolind Gets Base Metals Concession in Jamaica

Stanolind Oil & Gas Company has taken over Base Metals Mining Corp., Ltd., licenses on 8,600 square miles of land and offshore leases in Jamaica, B.W.I.

A three-way agreement between Stanolind, Base Metals, and the Jamaican government requires that Stanolind spend $2 million on geological and geophysical work and for wildcat drilling before June 21, 1958.

Base Metals receives 25 percent interest in any production and a substantial and undisclosed cash payment.

Louisiana

"Oil" Looks Good for State As Petroleum Records Climb

New records were hung up for almost every Louisiana oil statistic in 1955, conservation commissioner John B. Hussey reports.

Records set were:

Drilling permits 4,610 in 1955, up from 4,153 in 1954.

Well completions 4,347 against 3,636 for 1954.

Producers, total, reached 3,198 wells, compared to 2,722 in 1954. There were 2,686 oil wells, 512 gas wells. In 1954 the totals were 2,292 oilers, and 430 gas producers.

Preliminary estimates said oil production would pass 271 million barrels, up from 246 million in 1954. Natural and casinghead gas were estimated to reach 1.7 trillion cubic feet in 1955, compared with 1.4 trillion cubic feet in 1954.

Jefferson Route May Block Alexander Seaway

Opposition to Federal outlay of $88 million to construct the proposed Alexander Seaway from New Orleans to the Gulf of Mexico may be encountered as the result of a proposal of an alternate route through Jefferson Parish.

Proponents of the Jefferson route say it would cost the United States nothing.

The Alexander Seaway, being considered by the U.S. Senate after passage by the House late in 1955, is designed to cut 45 miles off the river journey to the Gulf of Mexico by providing a 70-mile route via Lake Borgne and Chandeleur Sound.

The alternate route, from the west bank of the Mississippi to the Gulf of Mexico in the vicinity of Grand Isle, would be financed by a parish bond issue. Toll charges on ships using the channel are planned to pay off the issue.

Army engineers have said the Alexander Seaway would be more economically justified than the Jefferson Parish route. The Gulf outlet to the Jefferson route would lead ships through the relatively active Grand Isle and West Delta Areas.

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Sulphur Mining Scheduled

Freeport Sulphur Company deposit under Lake Pelto is goal of first attempt at recovering sulphur from under water

Lake Pelto, south of Houma in Terrebonne Parish, will be the site of the first attempt at mining a sulphur deposit entirely under water and in an area where no land exists, Edmund D. Wingfield, vice president of Freeport Sulphur Company, has announced.

The Lake Pelto sulphur deposit is beneath six to eight feet of water. Freeport, a New Orleans firm, anticipates mining the Lake Pelto sulphur by the Frasch process, making it the fifth such mine opened in Louisiana since 1951. Only seven Frasch process mines have been placed in operation in the entire nation since 1951.

The Louisiana sulphur industry established a new production record in 1955. Late last year Humble Oil & Refining Company revealed its sulphur strike in Block 18 of the Grand Isle area to be one of the largest deposits in the world. It is under 40 feet of water, and plans for exploitation have not yet been announced.

Big Chief Drilling Company Moves Rigs to Morgan City

Big Chief Drilling Company of Oklahoma City, Oklahoma, has moved drilling crews and equipment to Morgan City, and is scheduled to drill some wells offshore for Phillips Petroleum Company.

S. T. Dotson and Bill Cohen are tool pushers in charge for Big Chief in the Morgan City area.

Terrebonne Voters Approve Deep Houma-Gulf Channel

A $3.4 million bond issue which will make possible digging of a deep water channel from Houma to the Gulf of Mexico has been approved by the Terrebonne Parish taxpayers in a special election. The channel was approved by about 10 to 1.

1812 Louisiana Shoreline Described in Deposition

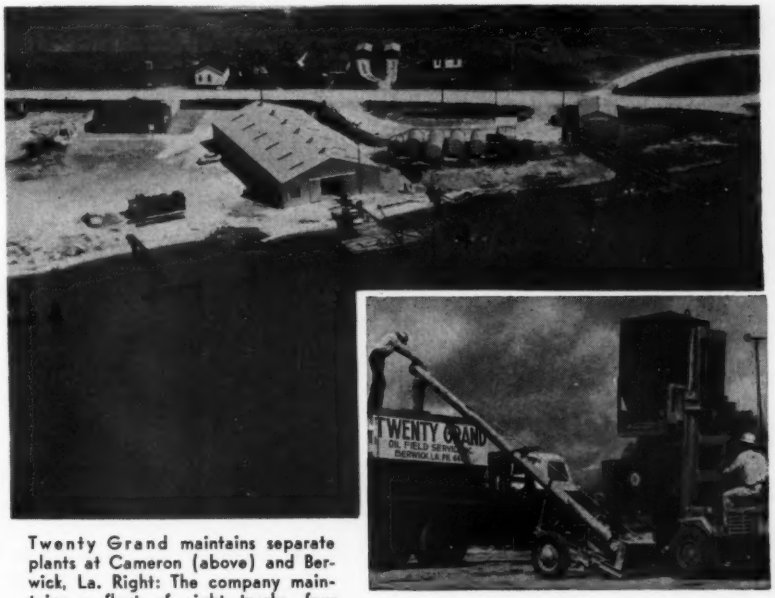
A special deposition aimed at establishing Louisiana's shoreline in 1812 has been sworn to by Dr. James P. Morgan, Louisiana State University geologist.

Dr. Morgan made the deposition to federal and state attorneys prior to the case appearing before the U. S. Supreme Court because he had to leave early in January for Pakistan.

Late in December the Department of Justice asked the Supreme Court to settle the dispute between Louisiana and the United States. The department attempted to block Dr. Morgan's deposition, requesting fixing of the shoreline be made subsequent to a court decision.

When Dr. Morgan testified in Baton Rouge, George Swarth, Department of Justice attorney, attacked accuracy of the geologist's determination of the 1812 shoreline.

Dr. Morgan, who as managing director of the LSU coastal studies institute spent months preparing an expert report on the historic shoreline, pointed out that "any additional work would have perhaps been helpful."



Twenty Grand maintains separate plants at Cameron (above) and Berwick, La. Right: The company maintains a fleet of eight trucks, four tugs and six barges for quick mud and chemical delivery anywhere in southern Louisiana.

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Three Tracts by Creole Field Bring $192,557

Portions of three blocks adjacent to the Creole field of Cameron Parish, Louisiana, brought a total of $192,557 at a State Mineral Board sale January 18. The Creole field, brought in by Pure Oil Company and still producing, was opened in 1938, by the first successful discovery at sea in the Gulf of Mexico.

The West Cameron Area leases were in:

Block 3, leased for a joint bid of $112,557 by Pure Oil Company, Sun Oil Company, and Pure Oil Company; 870 acres of the block.

Block 29, leased jointly by British-American Oil Producing Company, Seaboard Oil Company, and Ocean Drilling & Exploration Company, for $52,000; 923.21 acres of the block.

Block 30, leased to the same companies as Block 29 for a joint bid of $38,000; 752.61 acres of the block.

High bid in the sale was $2,315,400 for 4,820-acre Block 41, in the southwest corner of Lake Ponchartrain. It went to Shell Oil Company.

The state received $5.7 million for more than 51,000 acres, at an average of $115 per acre.

Three West Cameron Blocks Near Sabine Pass Offered

Three offshore tracts near Sabine Pass in the West Cameron Area are offered by the State Mineral Board of Louisiana in a February 15 sale.

They are: Block 13, about 2,101 acres; Block 14, about 1,127 acres; and Block 17, about 4,560 acres.

Block 13 and 14 adjoin the shoreline and are about one mile south of the Johnson's Bayou gas field, on land. Block 17 adjoins them on the south. The Magnolia-Continental-Newmont group holds Block 16, west of the area to be leased.

The blocks are also between 7-10 miles northwest of the Block 45 gas field, belonging to Mecom Petroleums.

Persian Gulf

Aramco Drilling Barge In Bombay for Overhaul

Arabian American Oil Company's drilling barge, **Aramco 136**, is in Bombay, India, for periodic overhaul. The barge, used in the Safaniya field north of Bahrain in the Persian Gulf, has half girdled the globe in its travels. It was towed across the Atlantic Ocean to Aramco in 1951 after being purchased from Creole Petroleum Corporation, Caracas, Venezuela.

Texas

Outer Shelf Mortgage Confusing & Historical

A chattel mortgage for $650,000 on offshore equipment made history —and caused some confusion—in Houston recently.

It was the first such mortgage to be filed in Houston under the 83rd Congress act which defined state offshore boundaries. It may be the first filed anywhere.

Also, it confused U. S. Clerk V. Bailey Thomas, who didn't know how much to charge for filing. He decided on 75 cents since that is the fee charged by county clerks.

The mortgage was given to the Oil Well Supply Division of United States Steel Corporation by Zapata Off-Shore Company for oil drilling rigs.

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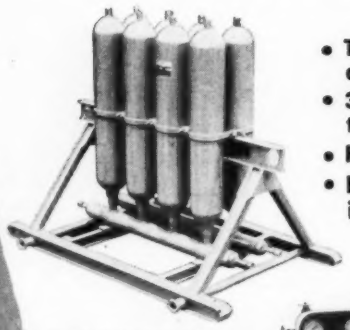

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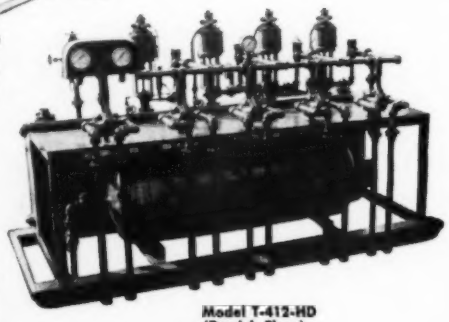

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Atlantic Refining May Buy Houston Oil Company

Houston Oil Company of Texas may be sold to the Atlantic Refining Company in a $224,654,265 deal announced by Harold Decker, president of Houston Oil.

The agreement by which Atlantic would acquire Houston Oil has been approved by the latter firm's board of directors, and will be presented to stockholders within 30 days.

Atlantic at the end of 1954 had assets of $611,682,000. It has 140,000 net acres offshore in the Gulf of Mexico.

Houston Oil assets total $68,627,205. President Decker, in making the announcement, pointed out that the sale was contingent upon stockholder agreement, satisfactory completion of negotiations for the sale, and favorable rulings from the Bureau of Internal Revenue on tax aspects of the transaction.

Fisher Named Vice President Of Continental Oil Company

Orville L. Fisher, Houston, since 1952 general manager of Continental Oil Company's southern region, has been elected a vice president of Continental. He will continue to headquarter in Houston and will manage Conoco's southern region, which encompasses approximately half of Texas, all of Louisiana, including offshore operations, and parts of Mississippi and Alabama.

Fisher has been associated with Conoco for nearly 30 years and held a succession of production positions in Texas, Oklahoma and Louisiana before becoming assistant manager of the company's production department in 1949. In 1950, he was named assistant manager of Conoco's southern region and two years later was promoted to regional general manager.

Texaco High Island Test May Set Casing Record

A Texas Company project slated for the High Island Area off Texas this spring will have an 8,500-foot string of 13⅜-inch casing—perhaps a record length for that diameter.

The test is an offset to a dry hole drilled in State Tract 137 in 1955. It is to go to 15,000 feet.

Humble Unit Has New Concept

New design uses detachable cylinder floats to mobilize platforms for use with tenders

A NEW TYPE of offshore unit designed by R. P. Knapp of Humble Oil & Refining Company will combine the advantages of both platform-tender and mobile units.

Basically, the new design uses an almost standard drilling platform (for use with tenders) which is to be towed from location to location supported by four detachable donut-shaped cylinders.

The detachable floats add an especially useful feature to the Knapp design: they can be used on several platforms, floating one while others are on location.

Humble has asked for bids on construction of the equipment which is for water 30-70 feet deep.

The platform working deck is supported by 16 steel columns extending to a steel mat which will rest on the sea bottom.

The four corner columns of the platform each will contain a steel spud and a hydraulic jacking mechanism which can drive the spud 65 feet into the Gulf floor. To remove the platform, spuds can be pulled by the same mechanism.

The platform floats are 36-foot diameter cylinders, made in halves and hinged at one side to permit removal. They encircle the corner columns during towing and positioning.

With the floats in place, the platform is towed to location. There the transport floats are flooded until the mat reaches a stable position on the bottom. When the platform is secure on the bottom, floats are pumped out, disconnected and removed. They can then be used to float a similar platform while the first one is in operation.

For removal, the reverse procedure is followed: 1) floats attached to caissons 2) the four spuds retracted 3) floats pumped out to bring the platform to towing position.

Plans call for addition of a 15-foot extension section to the columns supporting the working deck when the unit is to be used for water 55-70 feet deep.

Crew quarters and other facilities—excluding the platform's electric power supply—are to be aboard a drilling tender.

Knapp, a supervising petroleum engineer with Humble's Marine Equipment Research Group in Houston, is a graduate of Massachusetts Institute of Technology.

He was a commander in the U.S. Navy before joining Humble. An article on mooring of drilling tenders by Knapp and H. V. Wait, also of Humble, appears on page 39 of this issue of OFFSHORE.

Mecom Buys Interest In Concession in Haiti

Houston oilman John W. Mecom has acquired half interest in a large concession in Haiti from Mark Edwin Andrews, also of Houston.

The concession, reported to be about 250,000 acres, includes the island of Gonave, one of the largest known geological structures in the world which is still undeveloped. About 30 miles long and 10 miles wide, the island is in the Gulf of Gonave, east of Port Au Prince.

Andrews has already drilled one test on the island, going to 3,158 feet before the drill pipe twisted off. A second is being drilled.

No offshore acreage is involved.

Venezuela

Additional Concessions To Be Offered, Maybe

Unexpected acknowledgement by the government of Venezuela that earlier bids had been made aroused some hope that new oil concessions may be granted in that country.

The government announced a deadline of January 31 for companies to modify bids previously made. It was the first action the country had taken since requesting and receiving bids in both 1951 and 1954.

No concessions have been granted in 11 years.

An estimated 25 companies are interested in the Venezuelan concessions. About a dozen firms are now operating in the world's second largest oil producing country.

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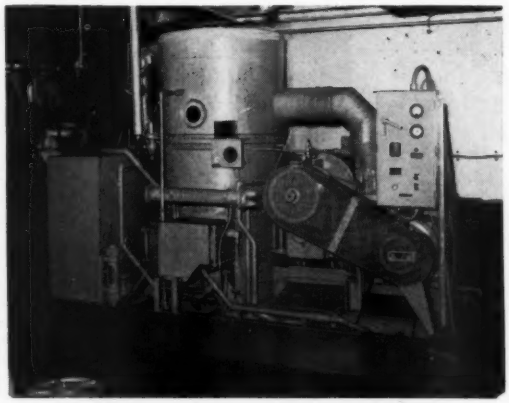

400 GPH—Floor area occupied: 65 sq. ft.

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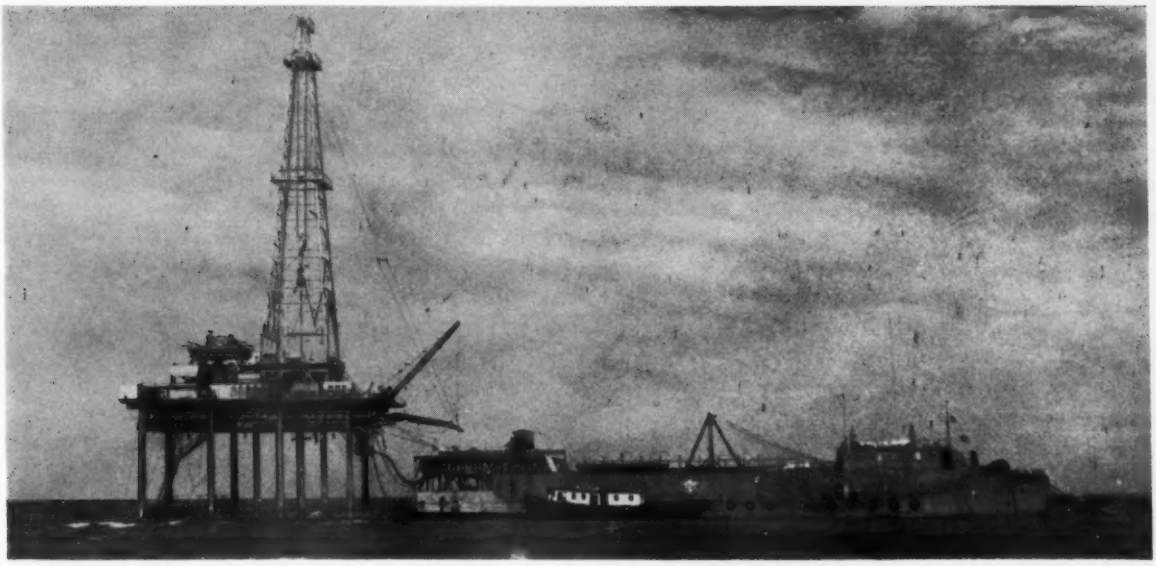


Zapata Off-Shore Company's drilling tender NOLA NO. 1, on location for Standard Oil Company of Texas off Galveston.

Controls Are Centralized

Zapata's NOLA I employs interchangeable pumps, common manifolds, a single panel for all rig electric power

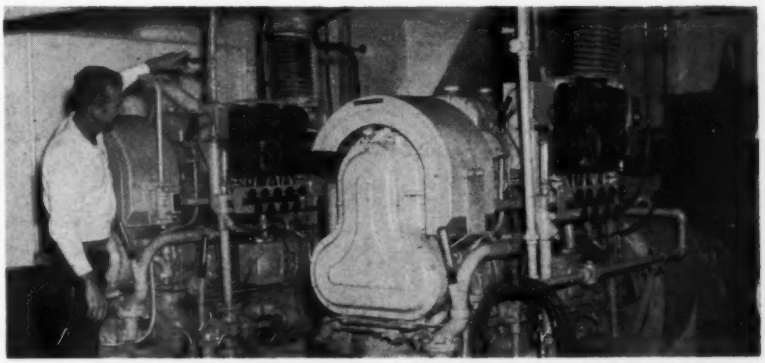
By DAVID G. WALKER
New Equipment Editor

CENTRALIZATION of control and installation of equipment beyond everyday requirements is the trend in offshore operations. An excellent example of this is the Zapata Off-Shore Company's drilling tender **Nola No. 1,** now operating off High Island, Texas. Its water and electrical systems have central control, and heavy anchor equipment has been installed.

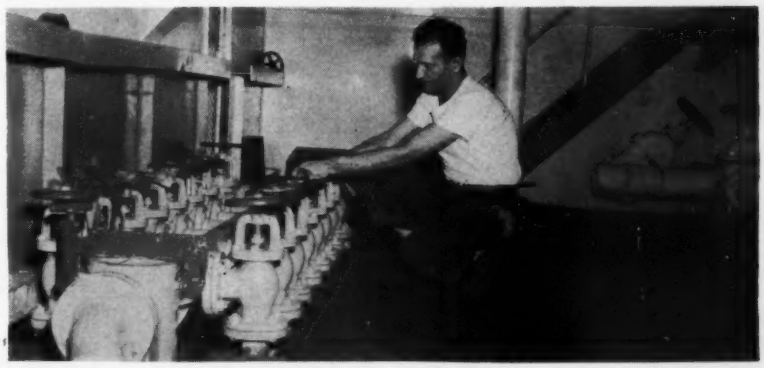
Complete reconversion and equipping of the **Nola 1,** a YF barge formerly used as a drilling tender in South America, was supervised by I. N. Figart, drilling superintendent for Zapata. He was assisted by Albert Tabor, barge engineer. The work was done by Hunt Tool Company Marine Yard, Harvey, Louisiana, and was completed in October, 1955.

Fluid lines . . . Ease of control, flexibility, and emergency conversion of equipment have been incoporated throughout the barge and rig. The double bottom suction and the chain locker bilge lines head into a common manifold. In turn, the bilge water line heads into a common manifold with the drill and fire water lines. The three pumps, moreover, are interchangeable: any one

(Continued on next page)



Barge engineer Albert Tabor at the 450-volt generators which supply the tender with a-c power. In right background is a section of a dead-front panel.



Seaman Joe Marulla, of Galveston, at NOLA NO. 1's common manifold for double bottom suction and chain locker bilge lines.

(Continued from page 31)

of the pumps can be used to handle any of the three fluids. In essence, there is one control station for the three water systems.

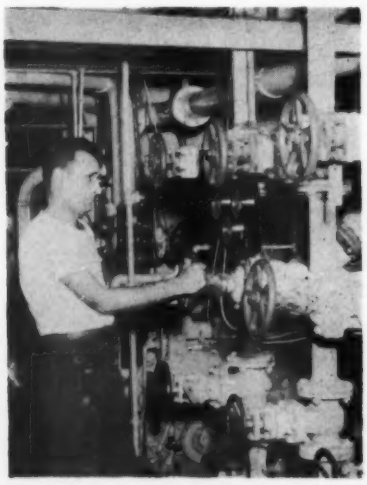
Additional auxiliary pumping equipment includes individual electric pumps for sanitary water, potable water, and fuel.

Electric power . . . The barge and rig use exclusively a-c electric power, except for battery charging. Three 100 kva (or 20 kw, d-c) generators furnish 450 volt a-c power. All electricity is fed through one main control panel. Circuit breakers are used entirely in this "dead front" panel, adding safety and ease of checking trouble sources. A 20 kva generator is available for emergencies to power the lifeboat deck lighting, the passageways and the radio.

All electric power to the rig goes through one panel on the rig platform for distribution. The main feed in the panel supplies 240 volt current to the panel posts of the degasser, bug fan, shale shaker, air compressor and joy hoist. The transformer supplies 110 volt current for the rig lights.

Anchoring . . . Heavy anchoring equipment has been placed board the **Nola 1.** Four wildcat windlasses use 2 1/16-inch chain. In addition to the eight anchoring lines there are a capstan and a steam anchor.

Comfort of the tender's crew has not been neglected. All living quarters are topside and are air conditioned. Sheet rock partitions, acoustic ceilings, and fluorescent lighting have been installed.



Fire, drilling, and bilge water all head into the same manifold, shown here with Seaman Marulla at the controls.

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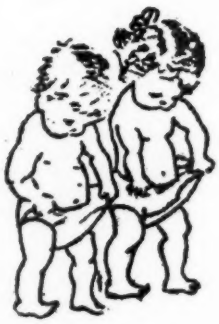

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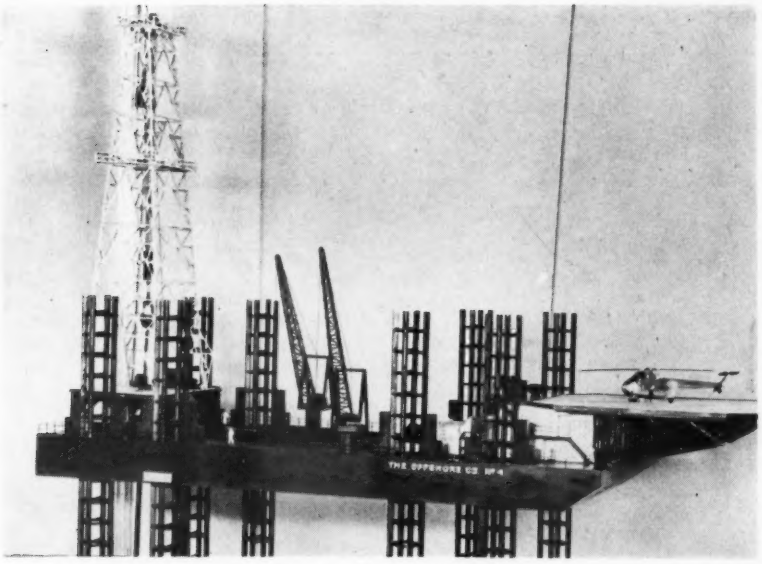

Model of two new mobile units being built for The Offshore Company by United States Steel at Orange. The structural towers are 12 feet in diameter.

On Offshore 4 & 5

"Towers" Replace Caissons

New mobile units being built for The Offshore Company use radically different structural towers for spuds

RADICALLY DIFFERENT "towers" will replace the tubular caissons (used on previous units) on two new mobile units being built for The Offshore Company of Baton Rouge, Louisiana.

First of the units—to be the **No. 4** and the **No. 5**—was launched early in January and should be ready for location about March 1. American Bridge Division of U. S. Steel Corporation is fabricating the units at Orange, Texas, under contract with the DeLong Corporation of New York City.

Launching of the hull of the second unit was scheduled for February.

The towers . . . Each four-legged tower is made up of two smaller tubular sections and two triangular built-up sections. They are cross-braced. Eight 12-foot-diameter towers operate through as many wells in each barge.

Finished tower units are to be 200 feet long, but will be constructed in 50-foot sections then permanently joined at the first drilling site. Bottom sections will be encased in full-length tubular footings for greater rigidity to anchorage and to prevent excessive penetration of the sea floor.

Raising . . . Lift is through the triangular sections of the towers, with two hydraulic jacks located at each well and attached to the deck. Earlier Offshore Company units used DeLong air jacks which completely encircled their six-foot caissons.

The platform will be raised and lowered in 25-inch steps, with fixing bars inserted through holes in the triangular sections of the tower on each step. Lift jacks are to be located on the fore and aft sides of the wells.

Dimensions . . . The new units have the same depth potential of 100 feet, and are similar in size to **Offshore Company No. 2,** completed last year and now drilling off the Louisiana coast. They are 200 feet long, 105 feet wide, and 15 feet deep.

A helicopter landing platform 80′ x 80′ will be located on a level with the top of the two-story deck house.

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INDUSTRY ITEMS . . . . . In the News

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Rimrock Tidelands Elects President, Four Directors

William C. Kneale, former Houston oil executive, has been elected president of Rimrock Tidelands, Inc., Shreveport-based oil and uranium development and producing company.

Kneale was also one of four new directors elected by the firm in December. Other new directors are Earl G. Bateman, New Orleans drilling contractor; Justin R. Querbes Jr., Shreveport financier and insurance executive; and Howard Sober, pioneer in the motor vehicle transport industry from Lansing, Michigan.

Kneale

Querbes

Shell Promotes Harpst At New Orleans Office

Wallace E. Harpst is new chief mechanical engineer of the New Orleans exploration and production area of Shell Oil Company. He succeeds John E. Orrell, now assigned to the company's office in New York City.

Harpst was formerly manager of the Delta production division, since 1954, and will be replaced there by Albert T. Eyler Jr., who was division exploitation engineer.

Gulf Coast Geological Society Elects R. L. Layden President

New president of the Gulf Coast Geological Society is Robert L. Layden, of Sun Oil Company, San Antonio.

Other officers are Michael W. Beckman, independent from Shreveport, vice president; Charles W. Halcomb, Humble Oil & Refining Company, Corpus Christi, secretary; and Alvin S. Scott, Jergins of Texas Ltd., San Antonio, treasurer.

Geophysical Society Elects J. J. Schneider President

J. J. Schneider Jr. is new president of the Southwest Louisiana Geophysical Society. Schneider is associated with the Sohio Petroleum Company.

Other new officers are E. L. Ricketts of Forest Oil Corporation, first vice president; E. L. Current of Cities Service Oil Company, second vice president; and John W. Bell Jr. of Pan American Production Company, secretary-treasurer.

LeBlanc To Study Offshore Stratigraphy for Shell Oil

Rufus J. LeBlanc has joined the staff of Exploration Technical Services of Shell Oil Company to devote full time to stratigraphic investigation of the Texas-Louisiana coastal and offshore region.

LeBlanc will be assisted in the study by Sherwood Buckstaff.

Harold C. Teasdel, left, president of The California Company, receives original art work of an advertisement which millions saw in national magazines, from F. L. LaQue, vice president of International Nickel Company.

Good reason to celebrate— Officials from three companies gathered in Antoine's to honor The California Company for its contribution in combatting corrosion offshore.

The International Nickel Company and Metals Good Corporation presented Harold C. Teasdel, president of Calco, with the original art work of an advertisement which millions saw in COLLIER'S' SATURDAY EVENING POST, TIME, LOOK, and various newspapers.

Calco was the first company to use Monel sheet in sheathing piling in the splash zone.

Present for the occasion were, left to right, R. V. Cross, Calco; E. J. Deupree, Calco; B. B. Morton, Inco; Robert E. Grote Sr., president of Metal Goods; Teasdel; LaQue; Carl T. Wedemeyer, New Orleans district manager for Metal Goods; John Domercq, vice president of Calco; C. M. Tuller, vice president of Calco; and F. S. Bird, Calco.

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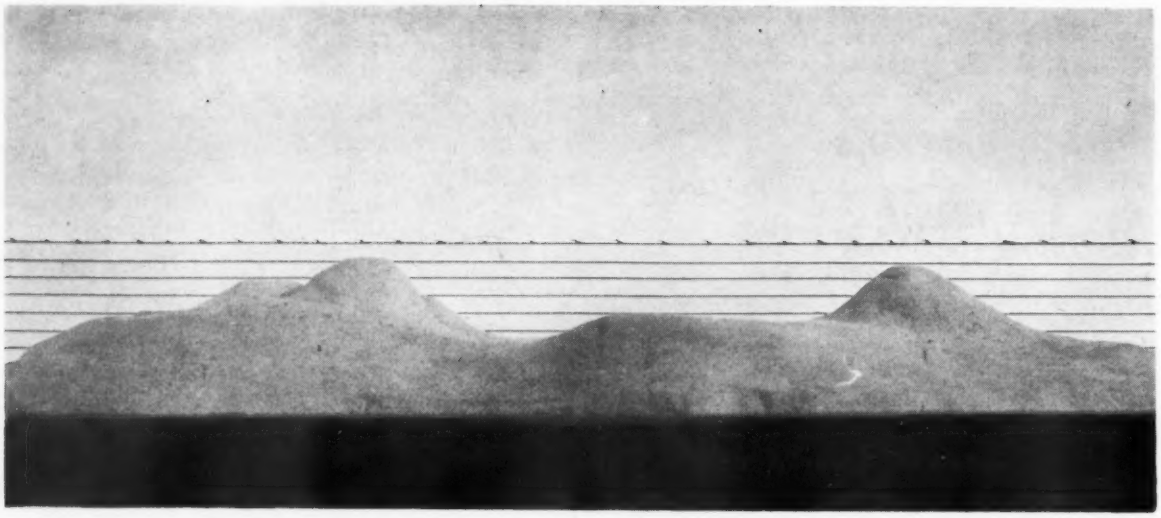


Model of two pinnacles near the continental slope about 80 miles southeast of Galveston. Rising from about 360 feet deep, the pinnacles peak within 60 feet of the surface. Each line in the background represents 10 fathoms in depth Distance between tops of the pinnacles is approximately 14 miles. Vertical scale has been greatly exaggerated to show relief.

Pinnacles Are Clue to Oil

By DR. T. R. GOEDICKE
Research Geophysicist

Part One of Two Parts: Origin, Evidence

ABOUT 80 MILES SOUTHEAST OF GALVESTON, in water close to 360 feet deep, are several sites where an oil operator could set down a platform with a depth potential of 60 feet or less and still not need gills for breathing.

The specific locations are on the tops of two of the subsea pinnacles found in the Gulf of Mexico. These rise characterisically from a relatively flat sea floor near the outer edge of the continental shelf.

The pinnacles of the Gulf floor, their location and origin, may furnish important clues in the search for undersea oil.

A relatively great concentration of the undersea peaks rise from the sea floor in an east-west band between the mouth of the Mississippi and a point east of Corpus Christi, in water 50 to 100 fathoms deep. Those on the continental shelf are small in area and have low relief; but those on the slope are larger, with considerable relief.

The two pinnacles already mentioned have maximum relief of 300 feet, with flat tops and steep sides. They are between 93 degrees 30 minutes and 94 degrees west longitude, and 27 degrees 45 minutes and 28 degrees north latitude.

East of this pair and also between 50 and 100 fathoms are a number of pinnacles with less relief and gentler slopes. They are in an area of unusually rough topography and are separated by submarine valleys—thought by some to have a common structural origin with the pinnacles.

Dr. T. R. Goedicke is research geophysicist for the Offshore Exploration Group of Houston, Texas. Previously he was professor of geophysics at Texas A&M College, 1951 - 54, and mine manager for Claverny Gold Mines of northern Quebec, Canada, 1945-47.

He received his doctorate in geology and geophysics from the University of Munich, Germany, in 1954, after studying under Dr. A. Graf, inventor of the Graf-Askania gravity meter. He also holds a bachelor's degree in geology and chemistry, taken at McGill University of Montreal, Canada, in 1945, and a master's degree in geological engineering and geophysics, received in 1948 from North Carolina State College, at Raleigh.

Origin . . . Several theories have been advanced as to how the pinnacles were formed, with the most probable being that they were raised by intrusion of salt into the sediments. Other possibilities are that they are volcanic in origin or may even be bioherms, which are formed by sedentary marine organisms such as coral.

Relief of the pinnacles can be attributed to erosion, although authorities have held the conflicting views that they 1) were eroded at a time of lower sea level or 2) are of fairly recent origin and were formed beneath the sea.

Relatively little was known of the topography and structure of the continental shelf of the Gulf of Mexico before 1936. However, study of regional geophysical surveys of the

land areas of Texas and Louisiana when combined with gravity work in the Gulf suggested that zoning of the salt domes parallel to the coast must be attributed to basement structures. Such structures may have antedated deposition of the salt series and controlled its thickness and distribution as well as that of subsequent sediments.

In 1936 the U.S. Coast and Geodetic Survey carried out a detailed fathometer survey of the Gulf from the Mississippi River westward. Dr. F. P. Shepherd, using the results of the survey, was the first to postulate that the ocean floor pinnacles originated by the intrusion of salt into the sediments. He also attributed the abrupt edge of the shelf to faulting, and theorized that submarine valleys near the edge of the shelf were caused by salt domes and depressions between them.

★ ★ ★

Next Month: Persian Pinnacles, & Conclusions

★ ★ ★

In 1948, speaking to the American Association of Petroleum Geologists in Mexico City, J. B. Carsey suggested that the continental shelf is due to wave erosion following a sea-level lowering of 70-80 fathoms. He further concurred with Shepherd that the canyons of the continental shelf are due either to subaerial erosion or submarine erosion in shallow water immediately off the mouths of heavily laden streams.

Some of the pinnacles, Carsey said, may be of volcanic origin, others due to salt intrusion. Remarkable relief of the features he attributed to erosion at the time of lower sea level.

Paul Weaver suggested a different view in 1950, after analysis of the Gulf as a whole. He described the continental shelf as a geographical unit with adjacent coast lines—proving there was a fairly close relationship between the continental shelf, the continental slope, and the adjacent land.

Weaver stated that the fairly abrupt edge of the shelf and its remarkable straightness over a considerable distance suggests that the edge is a tectonic feature, formed by deformation. He concluded that topographic features near the edge of the shelf must be of fairly recent origin and have been formed beneath the water.

Still a different theory was put forth by H. C. Stetson in 1953 as the result of analysis of information gathered by a 1947 cruise of the **Atlantis,** vessel of the Woods Hole Oceanographic Institute.

He concluded:

1) The continental shelves are depositional features which are gradually built out from the shore.

2) Faulting at the edge of the shelf, if present, is the result of sedimentation and submarine slump.

3) Pinnacles at the edge of the shelf have the appearance of bioherms and have considerable growth upon them. They are bare of the usual sediments deposited on the continental shelf and slope, and their periphery is covered with lime debris apparently eroded from the upper part of the pinnacles.

Stetson theorized that the pinnacles are not erosional remnants and are therefore excellent evidence against the postulated sea level lowering being in excess of 50 fathoms. They may possibly have originated since the world-wide sea-level lowering of 100 meters during the Pleistocene. It has also been suggested that some, if not all, of the pinnacles may be due to volcanic action localized along a tectonic break.

Steep slopes of the pinnacles on the slope between 50 and 100 fathoms, however, suggest they are tectonic, and is good evidence against a volcanic origin . . . most of the volcanoes formed by submarine extrusion of lava are known to have gentle slopes.

The above reflections and the most recent geological and geophysical evidence seems to indicate that the pinnacles are principally due to tectonic activity and partially due to differential erosion.

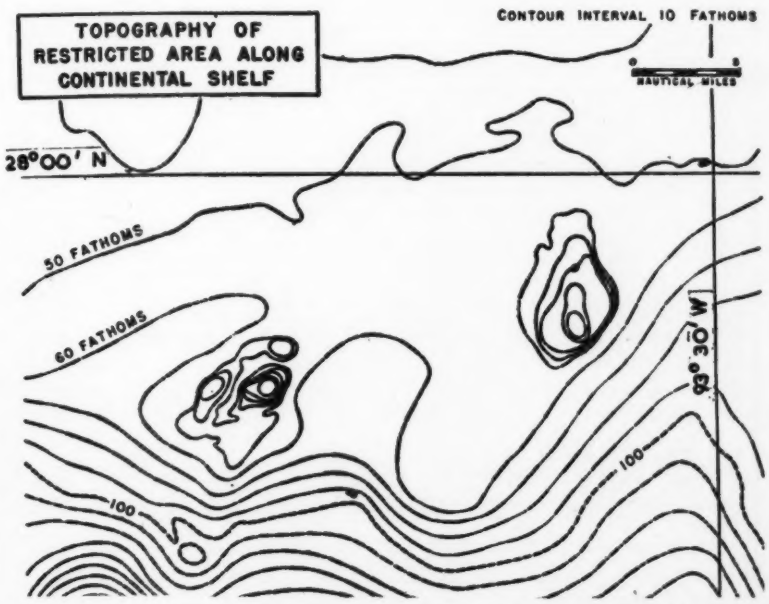
The evidence . . . Recent geophysical work has revealed the presence of numerous large faults parallel to the coast. Drilling at or near the coast line has verified presence of the faults, which have minimum throws on the order of 500 feet. And reflection seismic surveying has proven the fault pattern extends to at least 30 miles from the shore line.

Major fault trends are known off the Texas coast between Freeport and the Mexican border, and in an area extending a considerable distance off the coast of Louisiana. Most of the faults are parallel to or subparallel to the coast and normal with the downthrown side to the sea. Some are active at the present time, and have a considerable degree of motion.

Miller Quarles, in a 1953 paper, hypothesized that the faults are the result of adjustments of the sedimentary column to stresses caused by building up of salt ridges.

Gravity surveys of the Gulf coast indicate the presence of a positive gravity anomaly just inland from,

(Continued on page 41)



Contour map of the two pinnacles southeast of Galveston which this article describes. Contours indicate depth below the surface of the Gulf.

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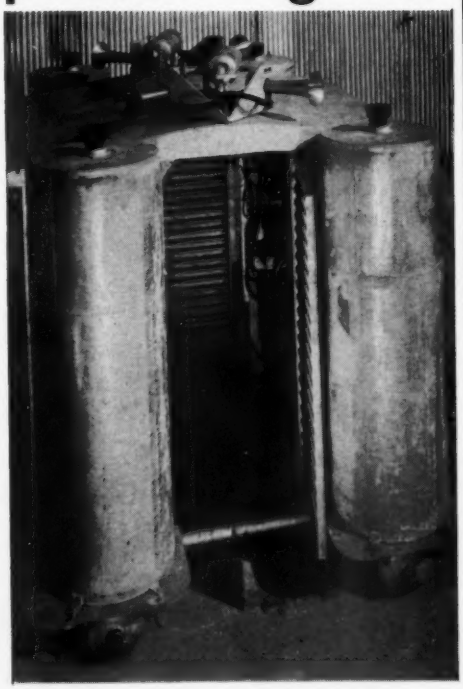

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Mooring of Drilling Tenders

By R. P. KNAPP and H. V. WAIT
Humble Oil & Refining Company

Part III: General Arrangement of Mooring, Deck Machinery and Fittings, and Installation, Connection and Abandonment of Chains*

THE GENERAL ARRANGEMENT of the standard mooring developed for offshore drilling tenders is shown in Figure 15.

The mooring cables employ two-inch die-locked stud link anchor chain, made in long continuous lengths, with one special connection 180 feet from the anchors, for maximum safety under cyclic tension loads. The anchors are of the steel-pile type, with proven holding power greater than the best available commercial anchors.

It was intended that the normal drilling position would orient the longitudinal center line of the vessel in the direction of the prevailing sea forces. The length of the aft breast mooring lines is increased over the basic length to permit a maximum change in the vessels' heading, 45 degrees to either side of the normal drilling position, without increasing the slope of the chain cables where they are attached to the steel pile anchors. The two stern mooring lines have sufficient length to permit the vessel to be hauled aft of the normal drilling position approximately 50 feet during minor storms, without changing the slope of either chain at its point of attachment to the anchor.

The forward breast mooring line on the starboard side is 2,000 feet long to provide a constituent free-swinging storm mooring. When the outer lines have been let go, the drilling rig tender can be hauled clear of the platform and allowed to ride out a major storm on a stout, free-swinging mooring. To provide an added measure of safety in the storm mooring, a 10,000-pound Navy LWT or Danforth-type anchor is installed 180 feet from the steel pile anchor as an integral part of the mooring chain cable. The 10,000-pound anchor acts as a link in the chain and as a sinker, reducing surge loads on the steel pile anchor in addition to providing a standby anchorage. If the steel pile anchor fails while the drilling rig tender is riding on the free-swinging storm mooring, the 10,000-pound anchor will provide considerable holding power which may not be completely adequate, but it is considered better to have a dragging anchor than no anchor.

Deck machinery and fittings . . . Drilling tenders have the necessary deck machinery and fittings to provide a secure attachment for the vessel end of the mooring chain cables, maneuver as required to alter the vessel's heading or position relative to the drilling platform, slack or increase the tension in the mooring chains, and to let go the chains when desired. The arrangement of this machinery and the fittings, forward and aft, is shown in Figure 16. The tenders are also provided with individual chain lockers for the storage of the mooring chain cables.

An electrically operated, four wildcat chain mooring windlass, Figure 16, is mounted on a stout foundation at each end of the tender. The wildcats are arranged for individual or multiple operation.

Fairleaders are required at the forward end of the vessel and at the stern to provide suitable leads of the chains between the windlass wildcats and the mooring chocks. To minimize the bending stress in the chain links, these fairleaders, Figure 16, are fitted with chain pockets similar to those on the wildcats of the windlass.

The drilling tenders are fitted with specially designed chain chocks and pall-type chain stopper. The chain passes inboard through the chain chock at the deck edge of the vessel and then through the chain stopper, as shown in

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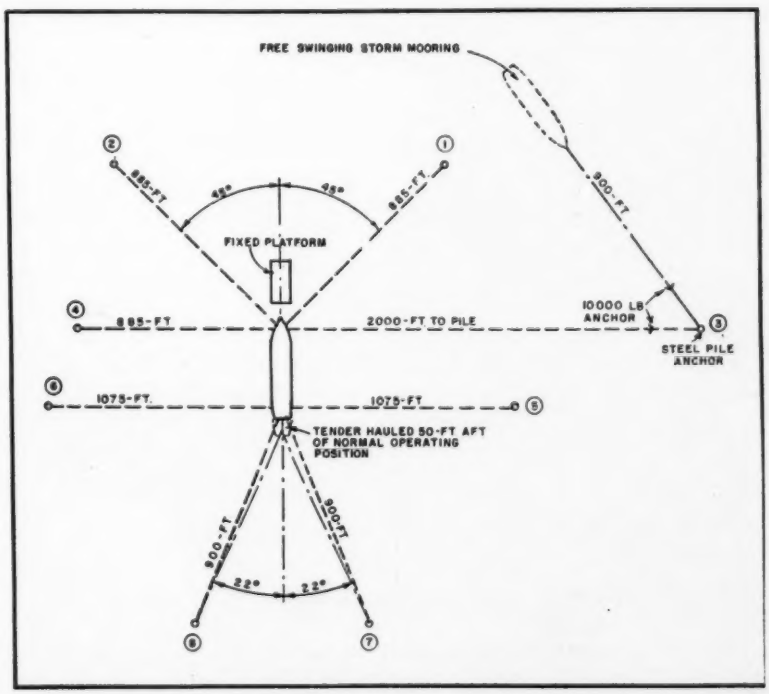


FIGURE 15, MOORING ARRANGEMENT. In a storm, line 3 would provide a free-swinging mooring.

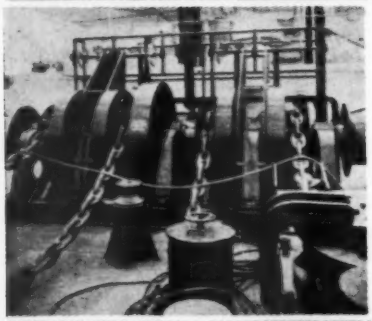
* Presented at the American Society of Mechanical Engineers Petroleum Mechanical Conference in New Orlease, September 25-28.

(Continued from preceding page)

Figure 17, before it reaches the fairleader or windlass wildcat. The chain changes direction at the chock and this fitting is subject to considerable wear. Consequently, it is customary to provide a large radius of curvature in the bearing surfaces of the chocks and a large convenient opening for the passage of the chain. Conventional chain chocks of this type were initially installed on the drilling tenders; however, they proved unsatisfactory when high tension loads on the mooring chains produced a one-quarter turn in the chain at the chain stoppers as shown in Figure 17. This one-quarter turn in the chain made the chain stoppers ineffective.

The pall-type chain stopper has a slot in its base and when the chain rides in this slot every other link is in a vertical position and the pall can seat against a vertical link to secure the chain. With a one-quarter turn in the chain it passes through the chain stopper as an "X" section, riding above the slot and the pall does not engage the upper side of the links but merely rides above them. After suitable insert plates were welded over the bearing surfaces of the chain chocks to reduce the chock opening, as shown in Figure 17, the one-quarter turn in the chain was eliminated and the action of the pall-type chain stoppers was satisfactory.

In order that the chain stoppers might be released with high tension loads on the mooring chains, in the absence of electric power to operate the windlass or other emergency, the chain stopper palls are fitted with side jacking projections. Suitable hydraulic jacks with remote control stations are provided. The jacks are capable of releasing the chain stoppers under loads equal to the specified breaking strength of the mooring chains. A remote, quick-acting, pin-type release adjacent to the mooring windlasses is provided for the emergency release of the bitter ends of the mooring chains.



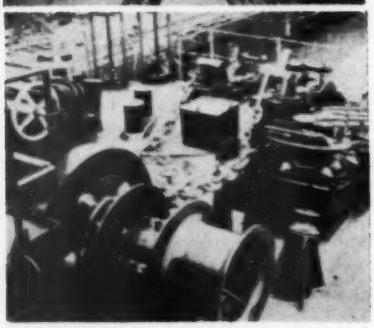


FIGURE 16, DECK MOORING MACHINERY AND FITTINGS. Top, bow mooring equipment. Center, four wildcat chain windlass. Bottom, stern mooring equipment.

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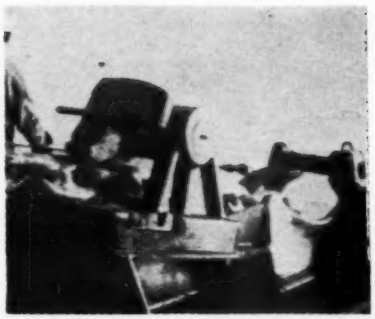
Next Month:
Part IV, Conclusions

★ ★ ★

Installation, connection, and abandonment of chains . . . When being moved from one platform to another the LST-type tender, equipped with a large revolver crane, transports all the rig equipment normally mounted on the platform. Thus, the drilling rig is completely shut down while the tender is being moved to a new location and because of this every effort is directed toward making these moves as quickly as possible.

Since weather is an important factor in laying mooring chains, the chains and anchors for the next location are prepared well in advance of the rig move so that the drilling rig tender will not be delayed on its arrival. Usually the steel pile anchors, with 180-foot lengths of continuous chain attached, are driven by a derrick barge when the pile-founded platform is constructed, with the free ends of the 180-foot lengths of chain marked with buoys so that they can be easily retrieved. During a period of favorable weather, a chain-laying barge attaches the remaining continuous lengths of chain. The bitter ends of the chains



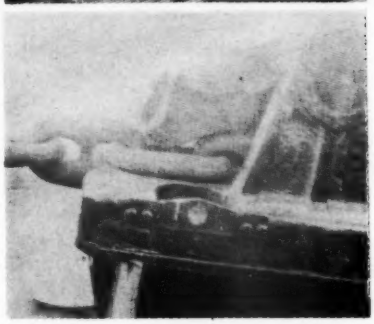


FIGURE 17, MOORING CHAIN STOPPERS AND CHOCKS. Top, chain stopper and chock with large opening; chain riding with one-quarter turn above slot in stopper. Center, chain chock showing inserts welded in place. Bottom, chain stopper with chain riding in place.

are again marked with buoys so that they can be easily located.

When the tender arrives, the chain barge picks up the bitter ends of the chains and passes them to the tender. The drilling tender carries several 90-foot shots of chain in each locker and the continuous chain is attached to these by means of heavy duty detachable connecting links. This additional chain permits the ship to be maneuvered into positions which are beyond the reach of the continuous chains; however, in the drilling position the ship is completely moored by continuous chains.

The chains are not picked up and moved by the drilling tender since this would increase the time required for the move and would result in additional costly rig downtime, which

could be further increased if adverse weather conditions arose.

When a drilling platform is abandoned because no production has been established the chains are left in place until needed elsewhere. In the coastal areas of Louisiana off Grand Isle this is preferable to recovery and storage at a shore base as very little corrosion has been observed when the chains remain inactive under water and the amount of chain handling is reduced. During salvage operations the continuous chains are detached at the special shackles and the steel anchors may be moved by pulling on the 180-foot lengths of chain.

At all producing locations the chains are left in place and marked with buoys to facilitate reconnecting to the drilling rig tender when workover operations are required. (To Be Continued).

Pinnacles . . .

(Continued from page 37)

and parallel to, the coast near Galveston and Matagorda bays, and suggest the presence of another positive gravity anomaly just off the coast and parallel to the first one.

These gravity highs are a reversal of the normal coastal gravity minimum and are interpreted by G. Neuman as being thresholds in the presalt basement, which are reflected in relative salt thickness.

From the general evidence, it is reasonable to assume that the pinnacles on the shelf as well as those on the slope and their associated valleys are all of fairly recent origin and have a genetic connection with these tectonic movements.

(To Be Continued)

Don Crosby Drilling Company Now Crown Drilling Company

Don Crosby Drilling Company, of Houston, has changed its name to Crown Drilling Company. The change affects only the name, with headquarters, ownership, management, and field personnel remaining the same.

The company has recently begun operating the drilling barge Millye S.

Gartner Gets Fifth U.S. License To Apply Rokide

License to apply Rokide coating has been received by the F. W. Gartner Company of Houston. Rokide is a ceramic coating which withstands high temperatures. There are only five licensees in the United States. Norton Company of Worcester, Mass., granted the license.

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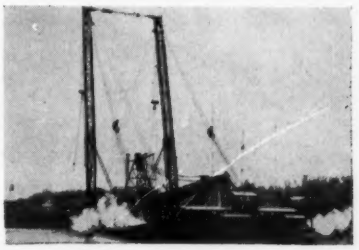

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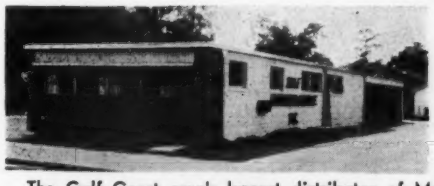

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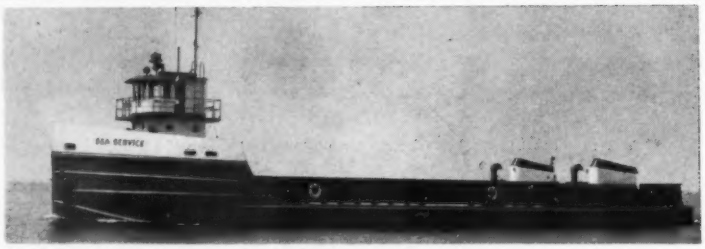

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Offshore Outlook . . .

(Continued from page 17)

acres each, two anticipate more than 100 percent increases in drilling. One company plans 40-60 percent more wells, and three expect drilling increases of less than 20 percent.

Only one official stated his company would drill no wells offshore in 1956. Another company indicated they would drill 1-10 wells, but could give no percentage of increase because they had drilled none in 1955.

Two of the companies in this group said they would drill 10-20 wells, and five plan 10 or less.

An equal number of companies expected most of their 1956 change in activity to be off Texas or Louisiana.

Limiting factors . . . Operators both large and small showed considerable concern for the availability of drilling units, as well as for material to build the units. The need for tubular goods for deep, high-pressure wells was also cited.

The Harris Bill definitely enters the offshore picture for 1956—with officials saying legislative relief afforded by it would increase the incentive for locating natural gas reserves.

A possible shortage of trained personnel was listed by one official as of some influence.

The briefest reply to the question as to what factors might influence their 1956 operations was one company's, "dry holes."

Part of a trend . . . The expected 1956 increase in drilling off the coasts of Texas and Louisiana follows close on the heels of a record past two years. Between July 1, 1954, and August 1, 1955, for instance, activity was 55 percent of all the accumulated offshore activity to the latter date.

McWilliams Dredging Co., W. Horace Williams Merge

Merger of two engineering and construction companies has been announced by Lawrence R. Thornton, president of the McWilliams Dredging Company, and Robert E. Gosa, president of W. Horace Williams Company, both of New Orleans.

The combined organization will be Williams-McWilliams Industries, Inc., and both of the companies will remain as separate entities with no change in personnel, type of activities, management, or offices and loading locations.

Mobile Units And Tenders

Gulf Coast Area

Mobile Rigs In Operation

OWNER	Name	Water Depth	Present Status
Kerr-McGee Oil Ind., Inc. 13′ x 54′ x 160′, with two 13′ x 14′ x 110′ pontoons	Rig 40	To 20′	Drilling in Block 84 West Delta Area for CATC
Kerr-McGee Oil Ind., Inc. Hayward-Wolff Design, 13½′ x 72′ x 140′ with two 13½′ x 13½ x 140′ pontoons	Rig 44	To 40′	Block 30 Ship Shoal Area for Kerr-McGee, et al.
Kerr-McGee Oil Ind., Inc. 142′ x 69′ x 13′ 6″, with two 10′ x 11′ x 146′ pontoons	Rig 45	30-35′	Drilling in Block 46, Eugene Island, for The Texas Co.
Ocean Drilling & Exploration Company Hayward-Laborde Design, 14′ x 74′ x 220′, with 10′ x 30′ x 50′ pontoons (2)	"Mr. Charlie"	35′	Drilling for Shell, Block 27, South Pass Area
The Offshore Company DeLong Design, 8½′ x 70′ x 203′ with 12 6′ dia. caissons	Mobile Unit No. 1		Leased to Humble, at Grand Isle
The Offshore Company DeLong Design, 13½′ x 117′ x 220′, with 14 6′ dia. caissons	Mobile Unit No. 2	58′	Drilling for Phillips
The Offshore Company 12′ x 74′ x 200′, with four 6′ dia. caissons and four Delong jacks	Mobile Unit No. 3		Drilling for Sun Oil Company
American Tidelands, Inc. Alexander Shipyard Design, 12′ x 74′ x 200′ with four pontoons	"101"		Drilling in Block 77, Eugene Island Area for Humble
C. G. Glasscock Drilling Co. Bethlehem Design, 15′ x 80′ x 225′	"Mr. Gus"	47′	To move to Block A-104, High Island, for Shell
Ocean Drilling & Exploration Company Hayward-Laborde Design 10′ x 120′ x 180′	"John Hayward'	22′	Drilling for Texas Co., Block 27, Eugene Is'and Area.
Southeastern Drilling Co. Friede & Goldman design 11′ x 90′ x 156′ with four pontoons	Rig 22, Barge 8		Contract let to Avondale Marine Ways, Inc. of New Orleans
Zapata Off-Shore Company LeTourneau Design, 20′ x 80′ x 140′, with three triangular legs.			Being outfitted, City Dock 12, at Galveston.
The California Company 11′ x 90′ x 156′ with four 3′ x 10′ x 35′ pontoons.	S-44		South Pass Block 29, The Offshore Co., contractor.
The California Company 11′ x 90′ x 156′, with four 3′ x 10′ x 35′ pontoons	S-45		Being Constructed
The California Company 12′ x 90′ x 190′, with four 4′ x 24′ x 50′ pontoons	S-55		Being constructed
Penrod Drilling Company California Company design. 150′ x 190′	Unnamed	To 70′	To be built by Bethlehem Shipyard, Beaumont
Delta Offshore Drilling Co. Friede & Goldman design, 156′ x 90′	Unnamed	To 25′	To be built by Avondale Marine Ways, New Orleans
Coral Drilling Company Friede & Goldman design, 180′ x 151′ x 12′ with four pontoons	"Mr. Arthur"	To 47′	To be built by Alabama Dry Dock, Mobile, by summer, 1956
Kerr-McGee Oil Ind., Inc. Design not reported.	Unnamed	To 70′	Being built by Ingalls Shipbuilding, Pascagoula, Miss.

(Continued on next page)

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Kerr-McGee Oil Ind., Inc. Design not reported.	Unnamed	To 70′	Being built by American Bridge, Orange, Tex.
John W. Mecom floating drydock, 220′ x 78′ x 48′	Not announced		Being built by Levingston at Orange, to be completed early this year.
Placid Oil Co. twin submersible hulls, each 72′ x 178′	Unnamed	To 100′	To be built by Levingston at Orange.
The Offshore Company 200′ x 105′ x 15′ with eight 12′ towers	Mobile Unit No. 4	To 100′	Being built by American Bridge, USS, Orange, Tex.
The Offshore Company 200′ x 105′ x 15′ with eight 12′ towers	Mobile Unit No. 5	To 100′	Being built by American Bridge, USS, Orange, Tex.

Drilling Tenders

Owner	Name	Water Depth	Present Status
CATC			
Continental Oil Company	"J. C. Craig"	50′	Block 45, West Delta Area.
Atlantic Refining Company			
Tide Water Assoc. Oil Co.			
Cities Production Corp. New tender, 260′ x 54′			
Same Companies as above New tender, 260′ x 54′	"Carle Sharp"	56″	Block 192, C-1, West Cameron Area, Louisiana
Same Companies as above New tender, 260′ x 54′	"Ernie Miller"	50′	West Delta, Block 44, Well A-2
Same Companies as above New tender, 260′ x 54′	"Jack Cleverley"		East Cameron, Block 62, Well A-1.
Same Companies As Above New tender, 264′ x 54′	Unnamed		To be built by Levingston Shipbuilding Co., Orange, by July, 1956
The California Company Converted LST, 328′ x 50′	S-21	42′	West Delta, Louisiana, Noble Drilling Co.
The California Company Converted LST, 328′ x 50′	S-22	40′	West Delta, Louisiana, Loffland Bros. Rig.
The California Company Converted LST, 328′ x 50′	S-23	24′	Main Pass, Louisiana, Noble Drilling Co.
The California Company LST, 328′ x 50′	S-24	50′	West Delta, Louisiana, Noble Drilling Co.
The California Company LST, 328′ x 50′	S-25	25′	Main Pass, Louisiana, Loffland Bros. Rig.
The California Company LST, 328′ x 50′	S-26	38′	West Delta, Louisiana, Loffland Bros. rig.
Gulf Oil Corporation Converted LST, 328′ x 50′	"Eagle"	80′	Block 253, West Cameron Area, Penrod Drilling Co., contractor.
Gulf Oil Corporation New tender, 272′ x 60′	"Pelican"	101′	Block 180 Vermilion Area, Salt Dome Rig, Salt Dome Production Co., contractor.
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-1	57′	South Pass
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-2	60-65′	South Timbalier
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-3	35-45′	Camanada Pass
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-4	40-50′	Pelican Island
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-5	40-50′	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-6	40-50′	Pelican Island
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-7	40-50′	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-8	35-45′	Camanada Pass
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Kermac I"	43′	Drilling for Standard of Texas at Aransas Pass with Rig 16
Kerr-McGee Oil Ind., Inc. New tender, 250′ x 50′	"Kermac II"		Drilling B-1 at Pure's Block 212, Galveston Area.
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Frank Phillips		Moving to Block 30, West Delta Area, for Humble.
Phillips Petroleum Company Converted YF, 260′ x 48′	"K. S. Adams"	32′	Bay Marchand, Block 22
Magnolia Petroleum Company Converted YF	MDT-1	19′	Block 89, Eugene Island Block 110 Field, Well I-2

Magnolia Petroleum Company Converted YF	MDT-2	41′	Well G-4, Eugene Island Block 126 Field, Block 126
Magnolia Petroleum Company Converted YF	MDT-3	35′	Block 93, Ship Shoal Block 113 Field, Well B-2.
Magnolia Petroleum Company Converted YF	MDT-4	52′	Block 113, Ship Shoal Block 113 Field, Well A-3.
Magnolia Petroleum Company Converted YF	MDT-5	25′	Well E-1, Block 63, Ship Shoal Block 72 Field
Magnolia Petroleum Company Converted YF	MDT-6	35′	Block 120, Eugene Island, Block 126 Field, Well I-7.
Magnolia Petroleum Company Converted YF	MDT-7	26′	Block 20, South Pelto Block 20 Field, Well C-5.
Pure Oil Company Converted LST, 328′ x 50′	"R. W. McIlvain"		Block 39 Field, D-1, Vermilion Area.
Stanolind Oil & Gas Co. Converted LST, 328′ x 50′	No. 50		Block 144, B-4, Galveston Area, Loffland Bros., contractor.
Zapata Off-Shore Company, Converted YF, 260′ x 48′	"Nola No. 1"		Drilling for Standard of Texas in Federal Block 52, High Island Area
Llano Drilling Company New tender, 260′ x 54′	"Clayton G. Dorn"		Being built by Levingston Shipbuilding Co.
Kerr-McGee Oil Ind., Inc. New tender, 250′ x 50′	Kermac III		Being constructed by Equitable Equipment Co., Madisonville, Louisiana
Reading & Bates, Inc.	Unnamed		To be built by Levingston, expected in April or May, 1956
The Murmanill Corp. converted tanker, 292′ x 47′	"Murmanill I"		Being converted by Levingston at Orange.

Self-Contained Platforms

Company	Description	Year Built	Location	Depth of Water
CATC Continental Oil Co. Atlantic Refining Co. Tidewater Assoc. Oil Co. Cities Production Corp.	220′ x 106′	1955	Block 47 Grand Isle, La.	95′
Humble Oil & Refg. Co.	110′ x 206′	1947	Block 18 Grand Isle, La.	50′
Magnolia Petroleum Co.	75′ x 398′	1954	State Tract 10, S.W. of Sabine Pass, Texas	30′
Magnolia Petroleum Co.	52′ x 168′	1948	Block 119 Eugene Island Area, Well H-5	35′
Magnolia Petroleum Co.	54′ x 205′	1955	Block 119 Eugene Island Area, Well K-3	
Magnolia Petroleum Co. (Southeastern Drilling, contractor)	54′ x 205′	1955	Block 119, Eugene Island Area, Well J-1	37′
Phillips Petroleum Co.	85′ x 140′	1955	Block 184, Eugene Island area, company tools	
Phillips Petroleum	88′9″ x 140′	1955	Block 129-A, Eugene Island Area, La. Loffland Bros., contractor.	
Shell Oil Company	82′ x 197′	1955	Block 42, South Pass, La., (Loffland Bros. rig)	72′
Shell-Union	82′ x 196′	1955	Block 116 Eugene Island Area Platform A, being installed. Loffland Bros. Rig.	48′
The California Co.	"L" Structure		Bay Marchand, Louisiana, Noble Drilling Co.	
Gulf Oil Corporation	120′ x 145′	1955	Block 154 Ship Shoal Area Salt Dome Production Co., contractor.	60′
Gulf Oil Corp.	120′ x 145′		Block 889 Mustang Island Area, Texas. Brewster-Bartle contractor.	46′
Pure Oil Company	106′ x 50′	1955	Block 47, Eugene Island Area, platform removed.	22′
Max Pray	85′ x 195′	1955	Coon Pointe area	12′
May Pray	162′ x 70′ width at derrick, 120′ at pipe rack)	1955	Coon Pointe area	12′
Mecom Petroleums	82′ x 193′	1948	Block 45 West Cameron Area, company rig.	34′

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Seconds after they were christened by Miss Mary Jane and Miss Margaret Ann Henderson, the GULF SERVICE and OFFSHORE SERVICE slid into the Pascagoula River in what is believed to be the first "Siamese" launching in the history of shipbuilding. Note welded bracing holding ships together.

Siamese Ships Launched at Ingalls

Twin Supply Vessels Christened by Sisters

BUILT by Ingalls Shipbuilding Corporation at Pascagoula, Miss., for Sea Service, Inc., of Harvey, La., the two 135-foot supply ships shown above were welded together especially for launching ceremonies. Together they slid into the Pascagoula River in what is believed to be the first "Siamese" launching in the history of shipbuilding.

Miss Mary Jane Henderson, 13, and Miss Margaret Ann Henderson, 11, daughters of William H. Henderson, president of Sea Service, Inc., christened the twin vessels simultaneously. Mrs. Henderson was the sponsor.

The two 135-foot Buda-powered supply ships will service offshore drilling operations in the Gulf of Mexico.

Designed by the Sea Service, Inc., president, Bill Henderson, keels were laid and the two ships completed in just 54 days.

Each ship will carry 3,500 barrels of drilling water to offshore rigs, and haul a similar amount of crude oil back. Each is capable of carrying two large stacks of Range 3 drill pipe, and will do offshore towing of drilling barges and tenders and act as a standby tug.

Sea Service, Inc., is currently operating six supply ships in the Gulf, and five large crewboats. The company will build six additional supply ships in 1956.

News from the
SHIPYARDS

Mobile Unit Ordered

Placid Building Twin Hull Drilling Platform

Placid Oil Company, 418 Market Street, Shreveport, La., has awarded contract to Levingston Shipbuilding Company of Orange, Texas, for construction of a mobile drilling platform for operation in water depths up to 100 feet.

The new mobile unit is Placid's own design, and will be of the self-elevating variety. Design incorporates twin submersible hulls, 72 feet x 178 feet long. Six cylindrical steel columns will support the platform, which measures 172 feet x 178 feet and will mount the rig and its components, crew's quarters for approximately 50 men, and a heliport for helicopter landings.

The lifting apparatus will be hydraulic.

Tanker Conversion

Ex PUROL To Be Tender For Murmanill Corporation

The tanker **Purol** is being converted into a drilling tender for Murmanill Corporation of Dallas, Texas, by Levingston Shipbuilding Company at Orange, Texas.

It will be named the **Murmanill I.** Dimensions are, length, 292.3 feet, and beam, 47.2 feet.

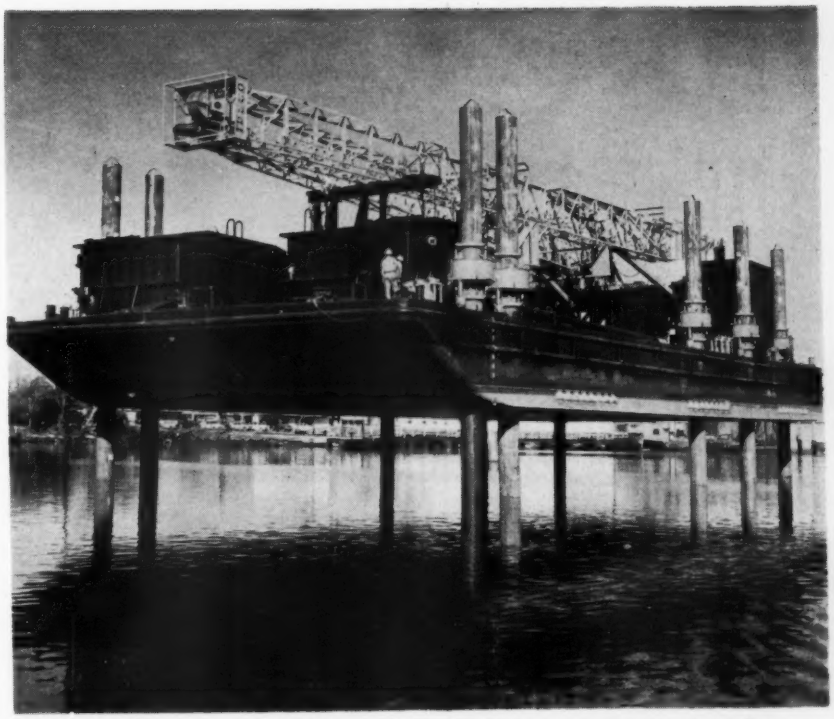
Unit for Mecom

Drydock for Use Offshore Ordered by Houston Firm

A drydock for use in offshore drilling is being built for John W. Mecom of Houston, Texas, by Levingston Shipbuilding Company at Orange, Texas.

The drydock is similar to a Penrod Drilling Company unit which Levingston also built, but is larger. Penrod's drydock was submerged to serve as a support for an inland water drilling barge.

The Mecom unit is expected to be completed in the near future. Dimensions are 220′ x 78′ and 45 feet.



Mene Brande's new spud drill barge, NO. 72. Note arrangement of spuds, five to a side. Reserve pits on left provide for 1,129 barrels of mud storage. An active pit contains 600 barrels.

Drill Barge For Venezuela

Mene Grande Oil Company will use new mobile unit to drill in Lake Maracaibo in water 25 feet deep

A drilling barge for water to 25 feet deep has been completed by Levingston Shipbuilding Company of Orange, Texas, for Mene Grande Oil Company. **Barge No. 72** will be used on Lake Maracaibo, Venezuela.

Designed by Friede & Goldman, Inc., of New Orleans, the vessel is raised to drilling position by means of ten 60-foot spuds, five on each side. Hydraulic jacks will furnish the lift.

The drilling deck is 14 feet above the slot end of the barge. An IDECO

(Continued on next page)

Guests at the launching of OFFSHORE SERVICE and GULF SERVICE (see facing page), were, front row, left to right, Misses Mary Jane and Margaret Ann Henderson, their mother Mrs. W. H. Henderson, and W. G. Guest, Sr., executive vice president of Ingalls Shipbuilding Corporation. In the back row, left to right, are W. H. Henderson, president of Sea Service, Harry B. Leche, Manager of Ingalls' New Orleans office, and R. H. Macy, technical assistant to the president of Ingalls. Mary Jane and Margaret Ann christened the two ships; Mrs. Henderson acted as sponsor.

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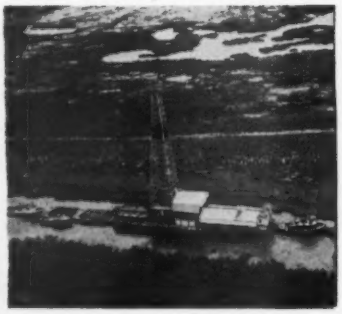

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(Continued from page 47)

drilling mast on Barge No. 72 can be lowered to horizontal for towing.

The non-self-propelled barge is 140′ x 65′ x 10′. It is equipped with one National C-250 mud pump driven by a Climax RX15VW diesel engine, and one EMSCO D-500 mud pump driven by one Climax 430 diesel engine. Two units of General Motors 6-71 twin engines drive the National type 55 drawworks, complete with sand reel, catheads, and rotary drive.

Two reserve mud pits provide for 1,129 barrels of drilling mud. An active mud pit contains 600 barrels.

Change room, two store rooms, toolpusher's office, and bunk room are also provided.

A special feature of the barge are spud jacks powered by central pumps inside the hull but with each spud equipped with separate controls.

Each jack has two hydraulic cylinders extending down into the hull. Pistons, with a four-foot stroke, are connected to a bowl around the spud, and spuds above and below the bowl hold the 30-inch spud in place while it is being raised or lowered.

Slip rings are controlled by three smaller hydraulic jacks from the sliding bowl, coordinating them with action of the main pumps.

Similar in design to hand-operated units used on barges before, the automatic jacks are designed and fabricated by Joe Stine, Inc., of Houston. The Mene Grande barge is the first to be equipped with the new jacks.

Semi-Offshore

Penrod Orders Two New Drilling Barges

Penrod Drilling Company, of Shreveport, has awarded contract to Levingston Shipbuilding Company of Orange, Texas, for two new "semi-offshore" drilling barges.

The company already has under construction at Bethlehem's Shipbuilding Division in Beaumont a $2.5 million self-stabilizing drilling barge for operations in water depths up to 70 feet.

The two new drilling barges—Rigs 46 and 47—will be similar to the Drill Barge **Jim Garrison,** recently completed by Levingston for Penrod. Each unit will have a length overall of 185 feet, with a 50-foot beam and a depth of 12 feet. Height of the first deck above the hull is eight feet, and the derrick floor will be 25 feet above the hull.

Completion of the three units will bring to seven the number of marine rigs operated by the company. Penrod has a total of 42 rigs in operation at present.

Four at a Time

Levingston Building Creole Tender Barges

Four drill tender barges are being built for Creole Petroleum Corporation of Caracas, Venezuela, by Levingston Shipbuilding Company at Orange.

Gross tonnage of each barge is 1,380 tons. Dimensions are 180′ x 70′ x 133 feet.

UTILITY VESSEL LAUNCHED—This 82-foot utility craft, built by Calcasieu Shipbuilding Corporation of Sulphur, La., for Sea Service, Inc., of Harvey, La., was designed by Sea Service president Bill Henderson for all-purpose duty in the offshore oilfields. Powered with two 300 hp Buda diesel engines, the OIL SERVICE has a speed of 15 mph and is certified to carry 31 passengers. It will also haul liquid and bulk cargo and do offshore towing.

SERVICE PERSONALITIES . . . . . In the News

M. J. Tuohy Sales Manager For J.&S. Shipbuilding Corp.

Appointment of Malcolm J. Tuohy as sales manager of the J&S Shipbuilding Corporation of Slidell, Louisiana, has been announced by C. L. Koellein, Jr., vice president and general manager.

Tuohy was formerly sales engineer for Southern Division of Sperry-Gyroscope Company. He is a graduate of Loyola University and a registered engineer. Tuohy belongs to the Propeller Club, Young Men's Business Club, and Louisiana Engineering Society.

"Oilwell" Transfers Purvis To New Iberia, La., Store

John S. Purvis, field representative at Brookhaven, Miss., for U.S. Steel's Oil Well Supply Division, has been transferred to New Iberia, Louisiana.

Purvis was employed by "Oilwell" in January, 1955, as field representative at Brookhaven.

GSI Selects David S. Bays As Seismologist on SONIC

Geophysical Service, Inc., has added David S. Bays as a seismologist aboard the **MV Sonic,** GSI seismic vessel used in international operations. Bays will specialize in marine oil exploration.

The **Sonic,** a converted 400-ton Navy landing craft, is currently in European waters. Bays has had eight years of oil exploration experience in the United States and Canada.

Delta Tank Names Gayle Successor to H. S. Phillips

Election of Kenneth H. Gayle Jr., former president of Ingalls Iron Works Company of Birmingham, Alabama, as president of Delta Tank Manufacturing Company, Inc., has been announced by Hal S. Phillips.

Phillips, president of Delta since 1946, has been elected chairman of the board of the Baton Rouge firm, a wholly-owned subsidiary of General Gas Corporation. He will continue to serve as treasurer of General Gas.

Officers of the new Dreyfus Supply and Machinery Corp. are, from left to right: Joseph J. White, secretary; Stephen L. Allain, vice president; Henry C. Dreyfus, president; C. R. Ducote, treasurer, and L. R. Jeansonne, assistant treasurer.

Dreyfus Supply & Machinery Organized in New Orleans

Formation of the Dreyfus Supply and Machinery Corporation has been announced in New Orleans by Henry C. Dreyfus, president. Officers of the new corporation are former staff members of the Dreyfuss Machinery Co., Inc., which has been in liquidation since late in 1955.

Assisting Dreyfus will be Stephen L. Allain, vice president; Joseph J. White, Sr., secretary; C. R. Ducote, Jr., treasurer, and L. R. Jeansonne, assistant treasurer.

White has been with Dreyfuss Machinery Company since 1948, and Ducote and Jeansonne joined the company in 1952 and 1953 respectively.

Dreyfus, president of the new corporation, was the owner of Dreyfus Machinery Company, and former owner of the Neptune Supply Company, Seaway Manufacturing Company, and the Neptune Boat and Davit Company, manufacturers of life boats and lifesaving equipment.

The function of the new corporation will be to furnish machinery and supplies to the offshore industry, marine operators and marine contractors. The company will continue as Gulf Coast agents for Baldt Anchor Chain & Forge Division, Chester, Pa., and will be the only firm in this area to maintain their stock. Dreyfus Supply and Machinery Corporation carries an extremely large stock of anchors, chains, links and miscellaneous connections. Their stock of marine hardware items is extra large. They also stock well over a million feet of wire rope, both new and unused surplus, in all sizes, and marine-type rope up to 2¾ inches in diameter.

Location of the company is 2122 Kentucky St., New Orleans, La.

Above, Mr. Henry C. Dreyfus, president of the new corporation. At left Mr. Allain and Mr. White stand beside a 9400-lb. anchor in the company warehouse.

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Schlumberger Shifts Four

Top management men Fritz Taves, Milton Loy, Charles Ruddick, Charles Doh are transferred

Four Schlumberger Well Surveying Corporation management personnel changes were announced recently by Pierre Schlumberger, president.

Fritz G. Taves, former Pacific Coast area manager and recently on the staff of the Schlumberger president, has returned to his former post with headquarters in Los Angeles. Milton E. Loy, who was Pacific Coast area manager, was named Mid-Continent area manager in Tulsa, Oklahoma.

Charles K. Ruddick is now in New Orleans as manager of the Southwest area. He was Mid-Continent manager.

The newly created position of manager of customer relations was filled with the appointment of Charles A. Doh, transferred to Houston from his position as Southeast manager at New Orleans.

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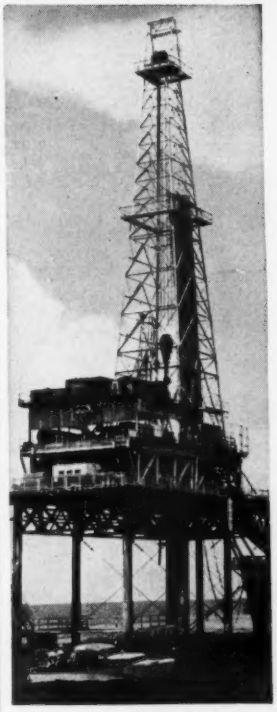

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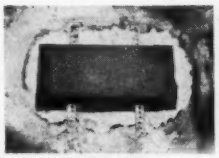
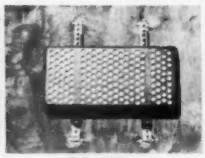


UNCOATED



COATED

Note excessive calcareous coating near uncoated anode in above photographs—proof of the greater current efficiency of the coated anode.

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First C. Jim Fuel Shut-Off System was installed on this Buster Gardner Drilling Company barge now operating near Venice.

Fuses Pop Open For

Emergency Fuel Shut-Off

A BUSTER GARDNER DRILLING Company barge is the first drilling rig to use a new safety device designed and manufactured by Stewart & Stevenson Distributing Company of Houston to combat the fire hazards of flexible fuel lines.

Known as the C. Jim Fuel Shut-Off System, the device provides both automatic and manual control of the main fuel supply to the engines in case of fire or blowout.

The C. Jim Fuel Shut-Off System on the Gardner barge—operating near Venice, Louisiana—has specially designed fuses located at strategic spots on the rig where fires are most apt to break out.

How it works . . . Fuses will pop open automatically and cause a reduction in the system's air pressure should a predetermined peak temperature be reached at a fuse location. When the air pressure drops, a trip lever instantly closes a valve located in the main fuel line.

There also is a manual control switch on the driller's control board. If desired, a control valve can be installed on the blowout preventer closing unit to automatically shut off the engines in case the blowout preventer is closed.

Since studies show that the majority of fires start on or near the rotary table and then generate enough to burn through fuel lines, the C. Jim Fuel Shut-Off System is a simple, yet inexpensive means of preventing the spread of costly drilling rig fires by uncontrolled fuel systems.

Insurance statistics indicate that more than $5 million last year was lost due to drilling rig fires and as high as 33 1/3 percent of all drilling rig fire losses have been traced to fires being fed by fuel supplies.

Why it's needed . . . When a safety device is not used and burn-through occurs, the volatile fuel continues to flow freely from the day tank and the fire becomes a raging inferno that spreads rapidly to other parts of the drilling rig.

Designed to control this hazard, the C. Jim Fuel Shut-Off System has a minimum of working parts and can be quickly placed back into operation after either automatic or manual shut-down.

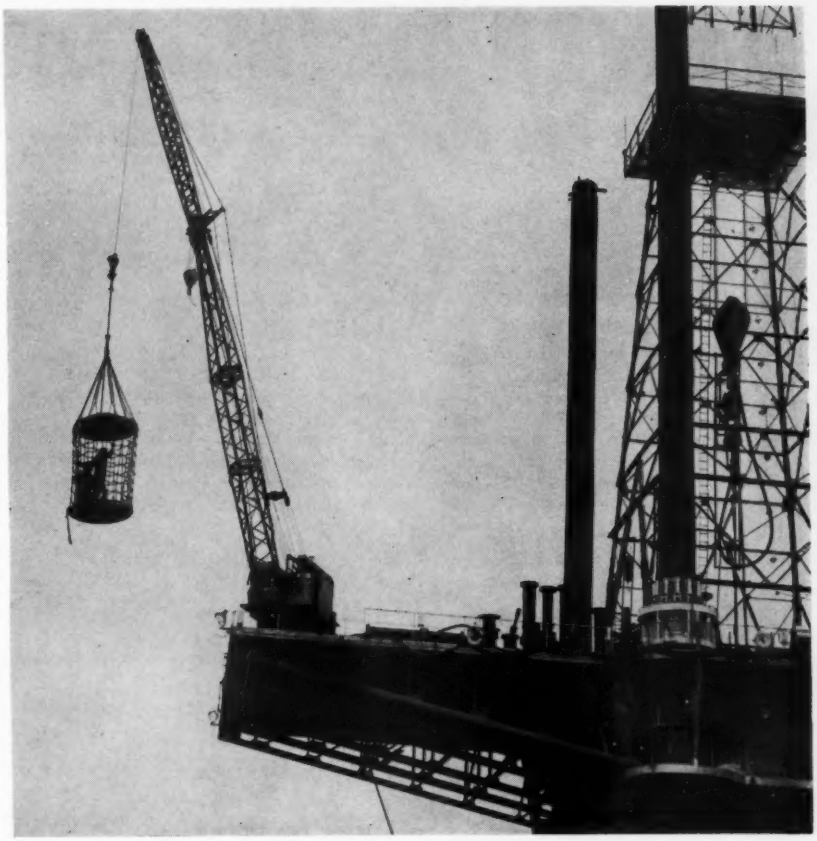
This unit provides a much-needed added safety factor for offshore rigs where fires are often more difficult to control and may spread to crew quarters endangering personnel as well as property.

Fully guaranteed, the system can be installed on any type rig by trained personnel of the Stewart & Stevenson Distributing Company of Houston, Texas.

— For more information, check ITEM 1 on Inquiry Card —

Fire loss can be slashed with new, inexpensive shut-off device

Crewboat-to-platform is a long way up— or down . . .



Rope cage coming aboard C. G. Glasscock Drilling Company's MR. GUS, where it has been operated successfully for 18 months.

Getting Aboard

Rope Cage Makes It Safe

ONE OF THE MOST SERIOUS hazards of deep water drilling has been the transfer of personnel from crewboats to drilling platforms and drilling barges. Accidents and deaths have resulted from lack of experience and proper equipment to safely effect this transfer.

In attempting to bridge the gap between boat and platform, offshore operators have used methods ranging from buckets slung from cranes to ropes dangling from booms over the water. In the latter method, the crewmen had to swing tarzan-like from the platform to the boat, letting go the rope at the proper instant.

To cut down on accidents, Billy Pugh of Consolidated Ship Yard of Corpus Christi has devised and applied for a patent on a rope cage which is raised from boat to platform by crane. It has been used for 18 months now by C. G. Glasscock Drilling Company's **Mr. Gus,** with no injuries of any type, Pugh reports.

The Corpus Christi shipyard owner set up four requirements for his device before building it. They were:

1) It had to be light enough to be controlled on deck while loading men. Buckets or boxes used for personnel transfer had been known to swing into men as they boarded.

2) It had to give and roll with the sea, and have both strength and flexibility. This would help correct mistakes made by the crane operator.

3) It had to be in the form of a container, making it impossible for the passengers to fall out or be thrown out.

4) It had to float if spilled into the sea, to protect passengers from drowning by supporting them until rescued.

To meet these criteria, Pugh constructed his "Offshore Personnel Landing Net" in the form of a cir-

(Continued on next page)

Close-up of men in the cage. They entered through a vertical rope opening, which when pulled taut is too narrow to permit falling out.

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Rope Cage . . .

(Continued from page 53)

cular rope cage, using 560 feet of 3/4-inch manila rope. Heavier rope was used where necessary.

Two metal rings six feet in diameter were placed at the top and the bottom. Each of the two rings had a circle of canvas stretched on it.

To provide buoyancy, circular canvas mats eight inches thick and filled with Kapok were also attached to the canvas in the rings at the top and the bottom. Heavy padding on the rings protects passengers in the event the net swings into them while boarding.

Access to the net is provided by two doors formed by vertical gaps in the net pattern. When the net sits slack on deck, entry can be made between the loose vertical rope forming each door. When the net is moving, the vertical lines are pulled taut and form too narrow an opening to permit falling out of the net.

— For more information, check ITEM 2 on Inquiry Card —

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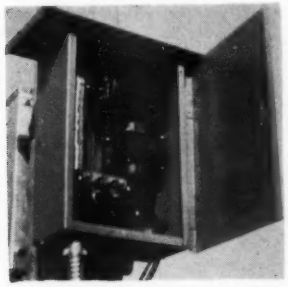
Diesel-Pneumatic Fog Horn Assembly Eliminates Belts

Houston Engine and Pump Company has announced a newly designed diesel-pneumatic fog horn assembly for offshore rigs. A fluid torque converter between the engine and compressor eliminates belts and improves starting characteristics. Features include an independent heating system for the stand-by engine, four optional 140 gallon fuel tanks, Coast Guard approved horns, and a simplified and replaceable control panel. The 7′ x 7′ unit (7′ x 11′ with optional tanks) uses two air tanks and is galvanized metal. Only a single hoog is needed for handling.

— For more information, check ITEM 3 on Inquiry Card —

Corrosion Rectifying Brings Out Special Small Corrosion Rectifier

A small corrosion rectifier for low-cost corrosion protection where low amperage requirements are indicated has been developed by Corrosion Rectifying Company.



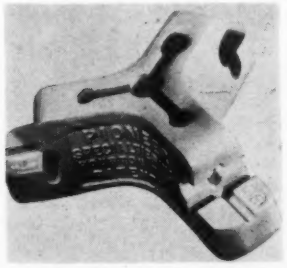
This rectifier is applicable for corrosion protection of oil well casings, short pipelines, heat exchangers, bulk tanks, and for any other buried or submerged metal structures where current requirements are small.

Transformer and rectifier plates are housed in a sturdy metal case which is easily mounted on the same pole with power meter and switch. The unit is available now in 110/220/440 volts AC, 12 to 48 volts DC and 3 to 6 ampere sizes.

— For more information, check ITEM 4 on Inquiry Card —

Pioneer Specialities Announces Chain Repair Anvil for Cold Shuts

Pioneer Specialities, Inc., has announced a new Chain Repair Anvil to be used with standard inexpensive cold shuts.

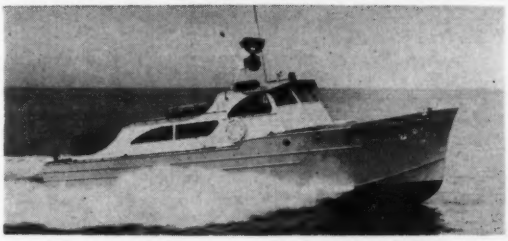


Each of the 3 lobes take a different chain size covering the range most suited for service. For drilling rigs the lobes are 1/4", 5/16" and 3/8". Lobes fitting 3/8", 7/16" and 1/2" chain are available.

The anvil can be used to repair chain quickly and simply. To repair a chain or attach a grab-hook, the cold shut is inserted in the proper size groove in the top

(Continued on next page)

FINER EQUIPMENT—



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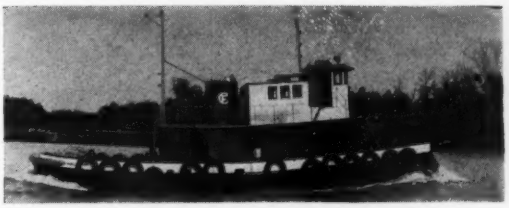

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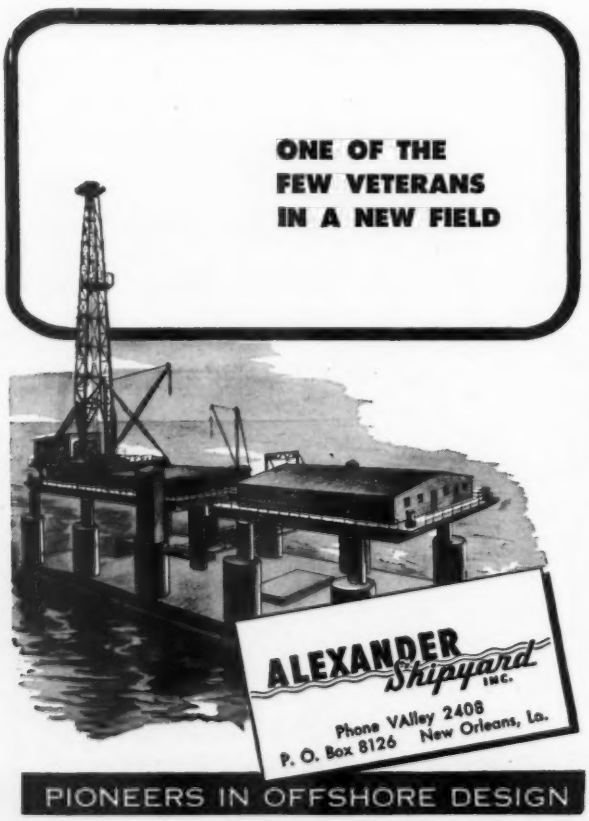


of the anvil and the tine driven down through the eye. Next, the cold shut is inserted into the end of the same leg. This holds the tine vertical for peening to prevent it pulling back through the eye. The anvil is equally useful when welding the tine to the eye.

— For more information, check ITEM 5 on Inquiry Card —

Escape Line Designed Especially For Drilling Barges, Platforms

An escape line for derricks has been developed for use with the Sky Hook Safety Elevator to permit fast, safe escape, according to the manufacturer, Dykes, Inc.

Developed especially for drilling barges and platforms, the Dyco Automatic Escape Slide can be used on all derricks. The escape line operates on a braking principle whereby a man can easily brake his descent at any time, even on a steep slope. Another feature is the use of the Safety Elevator's counterweight to provide an additional automatic braking effect.

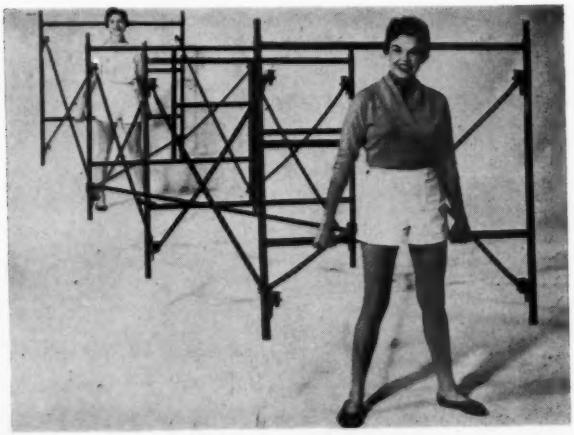
A man attaches himself to the slide while on the platform or derrick. The man's weight overcomes counterbalance and automatically pulls the escape slide from the retention clamp holders.

— For more information, check ITEM 6 on Inquiry Card —

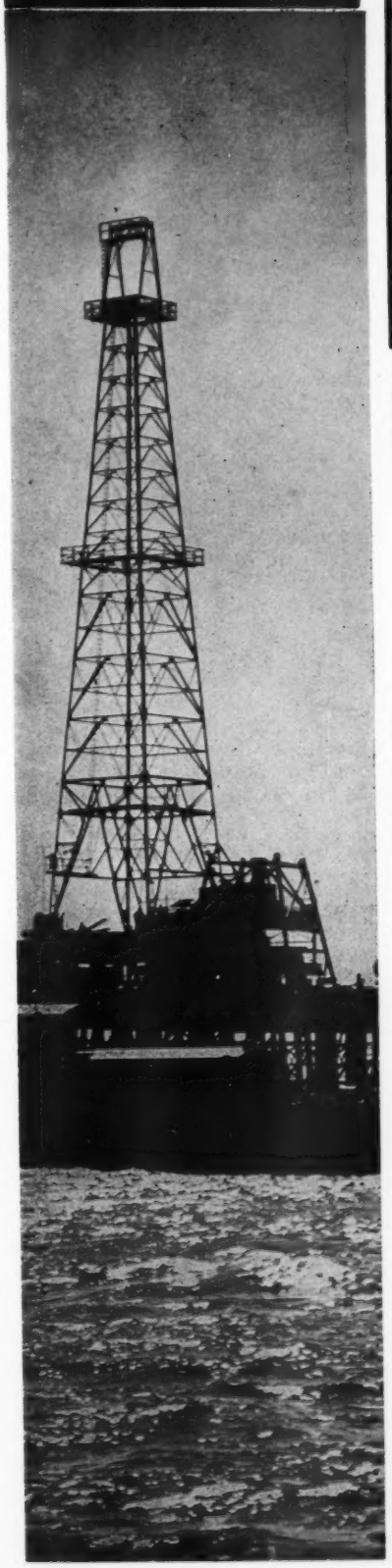
New Light Weight Scaffolding Built by Waco Manufacturer

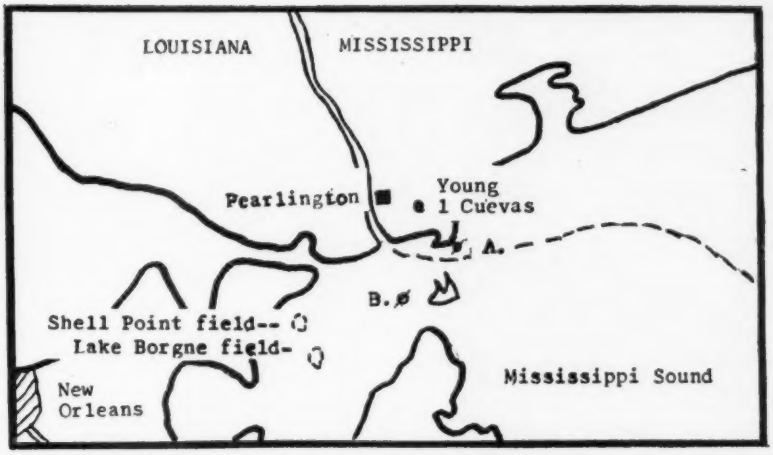
A scaffolding manufactured by the Waco Manufacturing Company is rated at 50 lb./sq. ft., according to H. P. Albrecht, company president. The scaffold frames, 4' x 4', use the "Speedlock" method of attaching braces and built-in ladders. Braces are of tubular, pivoted type and a section of scaffold 4" x 4' x 47' is in only 4 parts.

— For more information, check ITEM 7 on Inquiry Card —



From this picture it is easy to see, if you happen to notice, how light the scaffolding can be.





Marshall R. Young's oil discovery in Hancock County, Mississippi, has aroused interest in the state's offshore area. The discovery, No. 1 Cuevas, is east of the town of Pearlington and north of two dry holes drilled by Gulf Oil Corporation and Melben Oil Company. A) Dry hole abandoned at 10,571 feet in 1952. B) Dry hole abandoned at 10,700 feet in 1955.

Mississippi May Be Next

Marshall Young 1 Cuevas, Hancock County strike, arouses interest in Mississippi Sound acreage

An inland strike has revived interest in Mississippi's offshore acreage as well as in the three coastal counties of the state.

The discovery, Marshall R. Young No. 1 Cuevas Estate, three miles inland in Hancock County, is reported to be producing at the rate of 215 barrels of 43 gravity oil and 1.5 million cubic feet of gas daily.

It is 7-9 miles northwest of two offshore tries abandoned by Gulf Oil Corporation and Melben Oil Company in 1952 and 1955.

Perforated between 10,839-51 feet in the lower Cretaceous, the No. 1 Cuevas is thought to be on a southwest nosing of the Wiggins anticline, a major east-west trending structure on the coast of Mississippi.

Work has already begun on a 13,000-foot confirmation test about one-half mile south of the discovery.

Gulf and Melben's 1952 dry hole, south of Saint Joseph Point, was abandoned at 10,571 feet in September, 1952.

The second duster, abandoned in 1955 at 10,700 feet, was about 14,000 feet southwest of the first (and west of Half Moon or Grand Island).

The Hancock County strike is 55 miles south of the nearest production in Mississippi—the Pistol Ridge field. It is also 15 miles northeast of the Lake Borgne gas and Shell Point oil fields.

Block 59 Gets New Pay

CATC confirmation test in West Delta Area potentialed for 453 barrels daily from two new and deeper oil pays

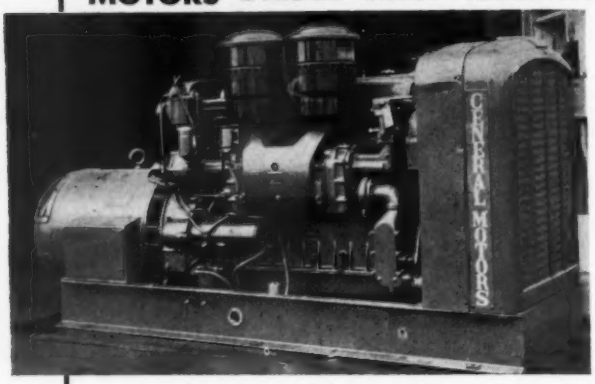
Two new pays have been opened in the CATC group's West Delta Block 59 field with completion of Continental Oil Company No. 2-B State Lease 984 for a combined potential of 453 barrels daily.

Through a 10/64-inch choke and perforations between 13,000-004 feet flow was at the rate of 302 barrels of 31.5 gravity oil daily. Gas-oil ratio was 3,340-1.

The discovery also made 151 barrels of oil daily through an 8/64-inch choke and perforations between 12,874-972 feet. Gravity was 44.2. Gas-oil ratio 11,400-1.

Field opener, No. 1-B State Lease 984, was finaled for a daily flow of 377 barrels of oil through a 9/64-inch choke and perforations between 12,732-36 feet.

GENERAL MOTORS DIESEL ELEC. GENERATOR SETS



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Louisiana

West Delta Strike Makes 265 Barrels Pipe Line Oil

A Shell Oil Company strike near the coast of Plaquemines Parish was shut in for potential test after flowing at the rate of 265 barrels of pipe line oil daily.

The Strike, No. 1 Shell-Texas-Humble-Placid-State Lease 2637, is in Block 2 of the West Delta Area. Flow was through perforations between 11,278-288 feet and an 8/64-inch choke. Gas-oil ratio was 939-1.

Lake Washington field extends north from the shore adjoining Block 2, which was leased for $2.4 million and an average of $625.64 per acre.

West Cameron Block 192 Gets Two New Gas Pays

Successful completion of CATC's No. 1-B State Lease 1656-OCS 0190 adds two new gas pays to the West Cameron Block 192 field off Cameron Parish.

Flow through a 1/8-inch choke and perforations between 5,870-78 feet was at the rate of 868,000 cubic feet of gas daily. Through a 1/8-inch choke and perforations between 4,910-20 feet gas flow was at the rate of 747,000 cubic feet daily.

First Magnolia Main Pass Test To Go to 12,500 Feet

The first Magnolia Petroleum Company wildcat in the Main Pass Area is slated for Block 46 off Plaquemines Parish. A company rig will be used for the No. 1-A State Lease 2726-Block 46 Main Pass Area.

Scheduled depth is 12,500 feet.

Texas

Standard of Texas Completes Chevron Gas-Distillate Strike

A new gas-distillate pay has been added to the Chevron field off Kleberg County by the completion of Standard Oil Company of Texas No. 947-58 State 947.

Through a 12/64-inch choke and perforations between 7,120-35 feet the strike made an estimated 1.2 million cubic feet of gas and 15 barrels of condensate daily. Flow was based on a one-hour test.

The discovery is in small state tract 947, about two miles from shore.

Matagorda Structure Permit Sought by Atlantic Refining

A Department of the Army permit to erect structures in the Gulf of Mexico approximately 14 miles southeast from Matagorda, Matagorda County, Texas, is being sought by The Atlantic Refining Company.

The application is for state tracts:

Large—369, southwest quarter; 440, all except the northeast quarter; 441, east half; and 446, all except the northwest quarter.

Small—517, 525, 526, 527, 528, 532, 533, 534, 539, and 540.

All but the southwest quarter of 369 (L) are jointly leased by Atlantic and Tide Water Associated Oil Company.

Gulf Oil Corporation To Drill Off Nueces

Workover of a 1955 gas-distillate discovery and drilling of additional wells is scheduled by Gulf Oil Corporation for State Tract 889 (S), off Nueces County, Texas, about 12 miles southeast of Aransas Pass.

The work will be done from a self-contained platform with Brewster-Bartle Drilling Company as the contractor. Gulf's discovery made 140 barrels daily from perforations between 11,452-86 feet when completed. Tract 889 is about three miles off of Mustang Island and two miles west of a well abandoned recently by Humble Oil & Refining Company.

Sun Asks Permit Extension For High Island Structures

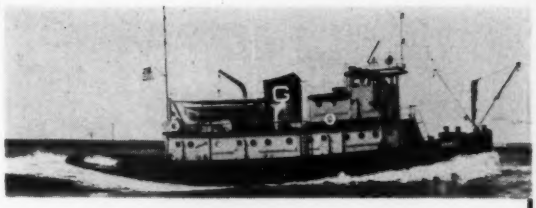
Sun Oil Company has made application with the District Engineer of the U. S. Army for extension of time to complete work in the Gulf of Mexico, approximately one-half mile southeast of Caplen in the High Island Area, off Texas. Involved are small state tracts 143 and 144, adjacent to the Bolivar Peninsula.

MR. GUS Now Available For Farthest-Out Test

Humble Oil & Refining Company has abandoned its wildcat in Block 772 (L) off the Texas coast at 13,000 feet.

Mr. Guss, C. G. Glasscock Drilling Company moible unit used in drilling the Humble test, is scheduled to move on a Shell Oil Company location in Block A-104, High Island Area, next. The Shell wildcat will be 63 miles southeast of Galveston, at a record distance from shore.

No. 466 of a Series



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OFFSHORE LOCATIONS

TEXAS

Galveston County: Stanolind Oil & Gas Company 4-B OCS Lease 0279-State Lease 31604, wildcat. Federal tract 144 (L), 15 miles east of Galveston. Proposed depth 9,000 feet.

Kleberg County: Standard Oil Company of Texas 952-82 State Tract 952, Chevron field. Block 952, 30 miles southwest of Port Aransas. Proposed depth 9,500 feet.

LOUISIANA

Cameron Parish: Mecom Petroleums 6-A State Lease 1133, West Cameron Block 45. Block 45, West Cameron Area. Proposed depth 8,500 feet.

Jefferson Parish: Humble Oil & Refining Company F-3-A State Lease 797-OCS 035, Grand Isle Block 8. Block 9, Grand Isle Area. Proposed depth 10,500 feet.

Jefferson Parish: Humble Oil & Refining Co. 1 State Lease 799-OCS 035, Grand Isle Block 16. Block 9, Grand Isle Area. Proposed depth 7,500 feet.

Jefferson Parish: Humble Oil & Refining Co. 2 State Lease 800-OCS 025-Block 17, Grand Isle Block 16. Proposed depth 7,500 feet.

Jefferson Parish: Humble Oil & Refining Co. 2 State Lease 803, Grand Isle Block 16. Block 22, Grand Isle Area. Proposed depth 7,500 feet.

Jefferson Parish: Humble Oil & Refining Co. 4-A State Lease 798-OCS 036-Block 10, Grand Isle Block 18. Block 10, Grand Isle Area. Proposed depth 10,000 feet.

Lafourche Parish: The California Co. 1 Louisiana State 1482 et al, Bay Marchand Block 2. Block 1, Bay Marchand Area. Proposed depth 9,150 feet.

Lafourche Parish: Phillips Petroleum Co. 2-B State Lease 1368 (OCS 0222) Block 4. Bay Marchand Block 2. Block 4, Bay Marchand Area. Proposed depth 10,000 feet.

Lafourche Parish: The California Co. L-4 Louisiana State 1367, Bay Marchand Block 2. Block 3, Bay Marchand Area. Proposed depth 4,000 feet.

Lafourche Parish: The California Co. L-5 Louisiana State 1365, Bay Marchand Block 2. Block 3, Bay Marchand Area. Proposed depth 5,325 feet.

Lafourche Parish: The California Co. L-8 Louisiana State 1366 OCS 0369-Block 2. Bay Marchand Block 2. Block 2, Bay Marchand Area. Proposed depth 4,650 feet.

Plaquemines Parish: Phillips Petroleum Co. 2 State Lease 2749, wildcat. Block 49, Breton Sound Area. Proposed depth 10,700 feet.

Lafourche Parish: The California Co. L-6 State Lease 1367, Bay Marchand Block 2. Block 3 Bay Marchand Area. Proposed depth 5,300 feet. Noble Drilling Company, contractor.

Plaquemines Parish: Magnolia Petroleum Co. 1-A State Lease 2726-Block 46, wildcat. Block 46, Main Pass Area. Proposed depth 12,500 feet.

Phillips Petroleum Company's RIG NO. 42 drilling in a Penrod Drilling Company drydock in the Main Pass Area. John W. Mecom is building a similar unit.

Plaquemines Parish: Shell Oil Co. 3-A State Lease 2554, wildcat. Block 42, South Pass Area. Proposed depth 12,000 feet.

Plaquemines Parish: Shell Oil Co. 33 State Lease 998-Block 24, South Pass Block 24. Block 11, South Pass Area. Proposed depth 9,500 feet.

Plaquemines Parish: Shell Oil Co. 27 State Lease 1008-OCS 0350, South Pass Block 24. Block 24, South Pass Area. Contract depth not reported.

Plaquemines Parish: Shell Oil Co. 36 State Lease 998-Block 11, South Pass Block 24. Block 11, South Pass Area. Proposed depth 7,700 feet.

Plaquemines Parish: Shell Oil Co. 34 State Lease 998, South Pass Block 24. Block 11, South Pass Area. Proposed depth 9,700 feet.

Plaquemines Parish: Shell Oil Co. 10 State Lease 1012-OCS 0353, South Pass Block 27. Block 28, South Pass Area. Proposed depth 10,000 feet.

Plaquemines Parish: The California Co. 11 Louisiana State 1354, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 7,150 feet.

Plaquemines Parish: The California Co. 6-G Louisiana State 1277 (OCS-0371) Block 68, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 6,250 feet.

Plaquemines Parish: Shell Oil Co. 7 State Lease 1357, Main Pass Block 69. Block 81, Main Pass Area. Proposed depth 7,200 feet.

Plaquemines Parish: The California Co. 12 Louisiana State 1354 OCS 0383-Block 68, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 8,125 feet.

Plaquemines Parish: Shell Oil Co. 8 State Lease 1357, Main Pass Block 69. Block 81, Main Pass Area. Proposed depth 8,100 feet.

Plaquemines Parish: The California Co. 5-F State Lease 1277, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 7,450 feet.

Plaquemines Parish: Shell Oil Co. 37 State Lease 1961, Main Pass Block 35. Block 35, Main Pass Area. Proposed depth 6,850 feet.

Plaquemines Parish: Shell Oil Co. 36 State Lease 1962, Main Pass Block 35. Block 35, Main Pass Area. Proposed depth 6,850 feet.

Plaquemines Parish: Pioneer Oil & Gas Co., Inc., 1 State Lease 2511. Block 25, Main Pass Area. Proposed depth 7,000 feet to test the Miocene.

Plaquemines Parish: The California Co. 1 State Lease 2673, wildcat. Block 14 South Pass Area. Proposed depth 12,000 feet.

Plaquemines Parish: The California Co. 8-A Louisiana State 1069 OCS 0385, West Delta Block 30. Block 29 West Delta Area. Proposed depth 7,850 feet.

Plaquemines Parish: The California Co. 3-B State Lease 1069 OCS 0385, West Delta Block 30. Block 29 West Delta Area. Proposed depth 12,700 feet.

Plaquemines Parish: Shell Oil Co. 28 State Lease 1008, South Pass Block 24. Block 24 South Pass Area. Proposed depth 7,300 feet.

St. Mary Parish: Shell Oil Co., 1-B OCS 0478-Block 116. Eugene Island Block 128. Block 116, Eugene Island Area. Proposed depth 12,000 feet.

St. Mary Parish: Magnolia Petroleum Co. 3-K State Lease 691-OCS 049, Eugene Island Block 126. Block 119, Eugene Island Area. Proposed depth 7,000 feet.

St. Mary Parish: Magnolia Petroleum Co. I-7 State Lease 692-OCS 050 Block 119, Eugene Island Block 126. Block 120, Eugene Island Area. Proposed depth 11,500 feet.

St. Mary Parish: Shell Oil Co. 6 State Lease 1667, Eugene Island Block 18. Block 18, Eugene Island Area. Proposed depth 10,500 feet.

Terrebonne Parish: Magnolia Petroleum Co. B-1 State Lease 774—(OCS 070) Block 107, wildcat. Block 107, Ship Shoal Area. Proposed depth 14,000 feet.

Terrebonne Parish: Magnolia Petroleum Co. C-1 State Lease 776—(OCS-066) Block 112, Ship Shoal Block 113. Block 112, Ship Shoal Area. Proposed depth 14,000 feet.

(Continued on next page)

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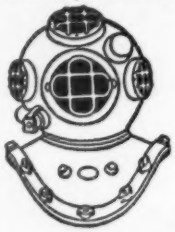

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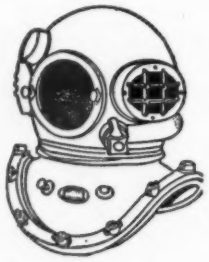

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Terrebonne Parish: Humble Oil & Refining Co. 4-A State Lease 1035 (OCS 019) Block 54, South Timbalier Block 54. Block 54 South Timbalier Area. Proposed depth 7,000 feet.

Terrebonne Parish: Kerr-McGee Oil Industries Inc. 1-E State Lease 752-OCS 0333-Block 30, Ship Shoal Block 32. Block 30, Ship Shoal Area. Proposed depth 7,000 feet.

Terrebonne Parish: Magnolia Petroleum Co. 2-E State Lease 763, Ship Shoal Block 72. Block 63, Ship Shoal Area. Proposed depth 12,000 feet.

Terrebonne Parish: Magnolia Petroleum Co. C-5 State Lease 794-(OCS 074)-Block 20, South Pelto Block 20. Block 20, South Pelto Area. Proposed depth 9,500 feet.

Terrebonne Parish: Magnolia Petroleum Co. 1-C State Lease 776, Ship Shoal Block 113. Block 113, Ship Shoal Area. Proposed depth 14,000 feet.

Terrebonne Parish: Humble Oil & Refining Co. A-4-A State Lease 819 OCS 019, South Timbalier Block 54. Block 54 South Timbalier Area. Proposed depth 9,500 feet.

Vermilion Parish: Magnolia Petroleum Co. 1-A State Lease 883 OCS 079, wildcat. Block 46, Vermilion Area. Proposed depth 14,000 feet.

Vermilion Parish: Pure Oil Co. 1-D State Lease 880, Vermilion Block 39. Block 39, Vermilion Area. Proposed depth 13,500 feet.

OFFSHORE COMPLETIONS

TEXAS

Kleberg County: Standard Oil Co. of Texas 947-58 State 947, Chevron field. New Pay Opener. TD 10,700 feet, perfd. 7,120-35 feet. PT 1,206,000 cubic feet gas and 15 barrels distillate daily through a 12/64-inch choke. One hour test. Gra. unreported. State Tract 947 (S), 30 miles southeast of Corpus Christi.

Kleberg County: Standard Oil Company of Texas 953-23 State, Chevron field. Dry Hole. TD 7,321 feet. Block 953, 30 miles southwest of Port Aransas.

LOUISIANA

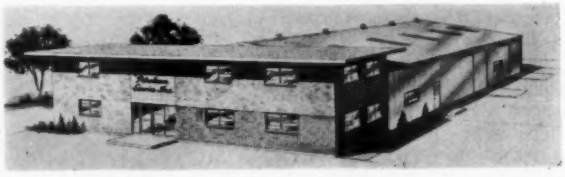
Cameron Parish: Ocean Drilling & Exploration Co. 1-A State Lease 2761, wildcat. Dry Hole. TD 9,859 feet. Block 3 West Cameron Area.

Cameron Parish: U. S. Oil Co. of Texas & Louisiana 5-A State Lease 1133 Block 45, West Cameron Block 45. Dry Hole. TD 14,671 feet. Block 45 West Cameron Area.

Jefferson Parish: Humble Oil & Refining Co. J-3 State Lease 804, Grand Isle Block 16. Shut in Gas Well. TD 9,437 feet, perfd. 6,762-76 feet, 6,940-45 feet. PT, shut in. Block 23, Grand Isle Area.

Jefferson Parish: Continental Oil Co. (CATC) 1-A State Lease 953-Block 47, wildcat. Dual Oil Strike. TD 15,058 feet, STH. Perfs. 13,416-20 feet, IPF 410 BOD on 10/64-inch choke. Gra. 37. GOR 2,500-1. Perfs. 9,868-74 feet, IPF 348 BOD on 10/64-inch choke. Gra. 33. GOR 628-1. Block 47, Grand Isle Area.

Jefferson Parish: Continental Oil Co. (CATC) 1-A State Lease 953-Block 47, wildcat. Dual Oil Strike. TD 15,058 feet, STH. Perfs. 13,614-20 feet, IPF 410 BOD on 10/64-inch choke. Gra. 37. GOR 2,500-1. Perfs. 9,868-74 feet, IPF 348 BOD on 10/64-inch choke. Gra. 33. GOR 638-1. Block 47, Grand Isle Area.



NEW PLANT—Great Lakes Petroleum Services, Inc., of Houston, plans to move into this new building late in February. The company, which furnishes wireline services, was recently organized as a wholly owned subsidiary of Great Lakes Carbon Corporation of New York City. President is J. T. Hancock, Jr.

Jefferson Parish: Humble Oil & Refining Co. 1-H Humble-Shell-State Lease 796, Grand Isle Block 18. Dry Hole. TD 13,801 feet in salt. Abandoned hole to ST out and drill 2-H State Lease 796. Block 8, Grand Isle Area.

Jefferson Parish: Humble Oil & Refining Co. 3-G State Lease 798, Grand Isle Block 18. Dry Hole. TD 8,242 feet. Abandoned hole to ST out and drill 3-GAA hole. Block 10, Grand Isle Area.

Jefferson Parish: Humble Oil & Refining Co. 3-G-3 State Lease 798 OCS 036, Grand Isle Block 18. Oil Well. TD 9,820 feet, STH, perfd. 8,344-76 feet. PT 174.12 BOD and 98.4 MCFGD on 1/8-inch choke. Gra. 34.4. Block 10, Grand Isle Area.

Lafourche Parish: The California Co. 1-L Louisiana State 1367 (OCS 0370) Block 3, Bay Marchand Block 2. Oil Well. TD 4,503 feet, perfd. 4,132-53 feet. IPF 154 BOD and 20,000 CFGD on gas lift. Gra. 20. GOR 130-1. Block 3, Bay Marchand Area.

Lafourche Parish: The California Co. L-2 Louisiana State 1365-Block 3, Bay Marchand Block 2. Oil Well. TD 5,612 feet in salt, perfd. 4,179-91 feet. PT 164 BOD on 16/64-inch choke. Gra. 20.7. GOR 238-1. Block 3 Bay Marchand Area.

Lafourche Parish: The California Co. L-4 Louisiana State 1367, Bay Marchand Block 2. Dry Hole. TD 4,260 feet. Block 3 Bay Marchand Area.

Plaquemines Parish: The California Co. 2 Louisiana State 2548-Block 51, wildcat. Dry Hole. TD 11,001 feet. Block 51, West Delta Area.

Plaquemines Parish: The California Co. 1-B Louisiana State 1069 (OCS 0885), West Delta Block 30. Oil Well. TD 10,937 feet in salt, perfd. 8,177-91. IPF 93 BOD and 28,000 CFGD on 11/64-inch choke. Gra. 22.2. GOR 300-1. Block 29, West Delta Area.

Plaquemines Parish: The California Co. 4-G State Lease 1277, Main Pass Block 69. Oil Well. TD 6,977 feet, perfd. 6,807-17 feet. IPF 197 BOD and 106,000 CFGD on 9/64-inch choke. Gra. 30.9. GOR 538-1. Block 68, Main Pass Area.

Plaquemines Parish: Shell Oil Co. 19-B State Lease 1388, South Pass Block 24. Oil Well. TD 9,710 feet, perfd. 9,577-99 feet. IPF 240 BOD on 9/64-inch choke. Gra. 38. GOR 1071-1.

Plaquemines Parish: Shell Oil Co. 22-B State Lease 1388, South Pass Block 24. Oil Well. TD 8,904 feet, perfd. 7,842-50 feet. IPF 239 BOD on 10/64-inch choke. Gra. 27. GOR 635-1.

Plaquemines Parish: The California Co. 13 Louisiana State 1923, South Pass Block 24. Oil Well. TD 9,280 feet, perfd. 9,100-19 feet. IPF 217 BOD and 112,000 CFGD on 9/64-inch choke.

Plaquemines Parish: Shell Oil Co. 20-B State Lease 1388, South Pass Block 24. Oil Well. TD 9,755 feet, perfd. 9,575-88 feet. IPF 308 BOD on 9/64-inch choke. Gra. 37.7. GOR 993-1.

Plaquemines Parish: Shell Oil Co. 13-B State Lease 1388, South Pass Block 24. Oil Well. TD 9,662 feet, perfd. 9,625-34 feet. IPF 287 BOD on 9/64-inch choke. Gra. 39.2. GOR 1,013-1.

Plaquemines Parish: Shell Oil Co. 21-B State Lease 1388, South Pass Block 24. Oil Well. TD 9,756 feet, perfd. 9,583-91 feet. IPF 270 BOD on 9/64-inch choke. Gra. 38. GOR 560-1.

Plaquemines Parish: Shell Oil Co. 7 State Lease 1012, South Pass Block 27. Oil Well. TD 7,552 feet, perfd. 7,360-70 feet. IPF 238 BOD on 10/64-inch choke. Gra. 33.8. GOR 715-1. Block 28, South Pass Area.

Plaquemines Parish: Shell Oil Co. 5 Louisiana State State 1012, South Pass Block 27. Oil Well. TD 7,500 feet, perfd. 7,419-25 feet. IPF 208.08 barrels daily on 10/64-inch choke. Gra. 30. GOR 755-1. Block 28, South Pass Area.

Plaquemines Parish: The California Co. 10-A State Lease 1354, Main Pass Block 69. Oil Well. TD 7,599 feet, STH, perfd. 7,444-57 feet. IPF 216 BOD on 9/64-inch choke. Gra. 28.9. GOR 495-1. Block 68, Main Pass Area.

Plaquemines Parish: Humble Oil & Refining Co. 4-G State Lease 819 (OCS 026), West Delta Block 30. Dry Hole. TD 5,756 feet in salt. Block 30, West Delta Area.

Plaquemines Parish: The California Co. 1 Louisiana State 2593, wildcat. Dry Hole. TD 11,777 feet, STH. Temporarily plugged. Block 83, West Delta.

(Continued on next page)

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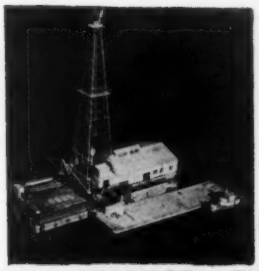

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Plaquemines Parish: Phillips Petroleum Co. 1 State Lease 2749, wildcat. Dry Hole. TD 12,000 feet. Block 49, Breton Sound Area.

Plaquemines Parish: The California Co. 5-G State Lease 1277, Main Pass Block 69. Oil Well. TD 8,544 feet, perfd. 8,350-74 feet. PT 236 BOD on 9/64-inch choke. Gra. 32.2. GOR 673-1. Block 68 Main Pass Area.

Plaquemines Parish: The California Co. 8 State Lease 1364, Main Pass Block 69. Oil Well. TD 8,400 feet, perfd. 7,108-28 feet. PT 231 BOD on 9/94-inch choke. Gra. 30.1. GOR 576-1. Block 68, Main Pass Area.

Plaquemines Parish: Shell Oil Co. 29 State Lease 998, South Pass Block 24. Oil Well. TD 9,715 feet, perfd. 7,898-904 feet. PT 216 BOD on 11/64-inch choke. Gra. 30. GOR 875-1. Block 11 South Pass Area.

Plaquemines Parish: Continental Oil Co. (CATC) 2-B State Lease 984, wildcat. Dual Discovery. TD 13,115 feet. Perfd. 13,000-004 feet, PT 302 BOD on 10/64-inch choke. Gra. 31.5. GOR 3340-1. New Pay. Perfd, 12,874-972 feet, PT 151 BOD on 8/64-inch choke. Gra. 44.2 GOR 11,400-1. Block 59 West Delta Area.

St. Mary Parish: Shell Oil Co. 3 State Lease 1536, Eugene Island Block 18. Dry Hole. TD 11,009 feet. Block 4, Eugene Island Area.

St. Mary Parish: Shell Oil Co. 2 State Lease 1666 (OCS-0358) Block 14, Eugene Island Block 18. Dry Hole. TD 10,717 feet. Block 14, Eugene Island Area.

Terrebonne Parish: Magnolia Petroleum Co. 4-C State Lease 794, South Pelto Block 20. Dry Hole. TD 10,076 feet. Block 20, South Pelto Area.

Terrebonne Parish: Magnolia Petroleum Co. 1-E State Lease 764 OCSL 058, Ship Shoal Block 72. Oil Well. TD 11,292 feet, perfd. 9,540-66 feet. IPF 541 BOD on 12/64-inch choke. Gra. 36.4. GOR 765-1. Block 64, Ship Shoal Area.

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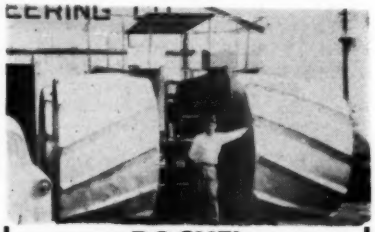

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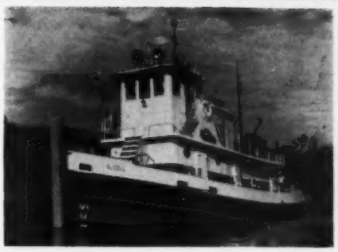
Advertisers' Index

Adams & Porter	56
Alexander Shipyard	56
Allis-Chalmers, Buda Division	15
Allied Paint Mfg. Co.	9
Arnold V. Walker Shipyard	42
Avondale Marine Ways	24
B & B Towing Co.	35
B & B Mud & Warehouse Corp.	35
B & B Tug & Barge Co.	35
Bado	12
Baroid	back cover
Bedell & Nelson	50
Berwick Bay Shipyard Co.	58
Boehck Engineering Co.	45
Bollinger Machine Shop and Shipyard	35
Boston Metals Co.	64
Boysen, Walter N. Co.	9
Breaux's, Roy, Marine Service Co.	32
Bryant Boats	55
Buda Division	15
Byrne & Rice Supply Co.	62
Calcasieu Shipbuilding Corp.	13
Calvert, Evelyn W.	55
Carline, Sam, Inc.	11
Cathodic Protection Service	51
Cenac Towing Co.	48
Clear Creek Boat Yard	63
Clyde Iron Works	18
Coast Paint & Lacquer Co.	9
Consolidated Ship Yard	30
Cortney Co., The	59
Crescent Battery & Light Co.	61
Crescent Towing Co.	6
Cunningham Engineering Co.	65
Dantzler Boat Rental Co.	63
DeHart, Albert & Sons	54
Diesel Division, National Metal & Steel	58
Diesel Marine Service	63
Dreyfus Supply & Machinery Corp.	60
Electronic Services	54
Elliott Marine Divers	62
Enterprise Paint Mfg. Co.	9
Equipment Engineering & Supply Co.	45
Equitable Equipment Co.	41
Eustis Engineering Co.	50
Five Star Oil Report	51
Fitler	51
French Jordan & White	42
Frolich Bros. Marine Divers	62
G & H Towing Co.	16
Galley Stores & Supply Co.	51
Gaubert, L. F. & Co.	48
Geer Studio	61
General Marine Corp.	66
Geophysical Equipment Rentals	64
George Engine Co.	5
Gulfport Shipbuilding Corp.	59
Gulf Radiotelephone, Inc.	41
Guzzino Diesel Works	61
Hanna Paint Co.	9
Hardin and Ferguson	32
Harris, Frederic R., Inc.	50
Head & Guild	54
Higgins, Inc.	inside front cover
Houston Engine & Pump Co.	38
Hughes, H. B. "Buster"	58
International Paint Co.	54
Investment Equipment Co.	21
J & S Shipbuilding Corp.	65
Jordan, Thomas, Inc.	38
K & G Oil Tool & Service Co.	43
Kane Boiler Works, Inc.	33
Kennedy Marine Engine Co.	20
Kerr-McGee Oil Industries, Inc.	60
Kidde, Walter, Sales & Service of La., Inc.	50
Lee C. Moore Corp.	inside back cover
Lewis, O. E., Co.	41
Lockport Shipyard, Inc.	35
Mackay Radio and Telegraph Co.	62
Marine Catering Service	65
Marine Construction Co.	50
Marine Service Co.	32
Maritime Insurance Agency	20
Marsh & McLennan	26
McGuire Marine Divers	63
McIntosh Electric Supply Co.	54
Mechanical Equipment Co.	30
Micheletti Brothers	59
National Soil Services	50
Neptune Supplies, Inc.	42
Owesen	64
Petroleum Distributing Co.	61
Petroleum Helicopters	3
Poche' Marsh-Equipment Co.	64
Products Research Service	8
R & H Grocery	50
Robin Boat Rental Service	55
Rountree Machinery Co.	64
Saltz's Food Market	65
Sea Service, Inc.	14
Sewart Seacraft	10
Sipe, James B. & Co.	9
Southwestern Supply & Equipment Co.	64
Stewart & Stevenson Distributing Co.	28
Surrette Storage Battery Co.	4
Texas Marine & Industrial Supply Co.	35
Tucker, Jackson & Co.	50
Twenty Grand Oil Field Service	27
Universal Services of Texas	44



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"Now, Junior," he said, "watch me." He went up to the first rabbit in the line, said, "Bon jour, madamosielle — merci."

After repeating this a couple of times, he asked if Junior had the idea. Junior nodded eagerly. Papa then told his offspring to go to the other end of the line, and they'd meet in the middle. As he approached each new rabbit, Papa went through the "Bon jour, madamosielle — merci" routine. But the interval between "bon jour" and "merci" kept getting longer and longer.

Junior, in the meantime, was coming happily down the line, saying, "Bon jour — merci," "Bon jour — merci," "Bon jour — merci," "Pardone, papa," "Bon jour — merci," "Bon . . ."

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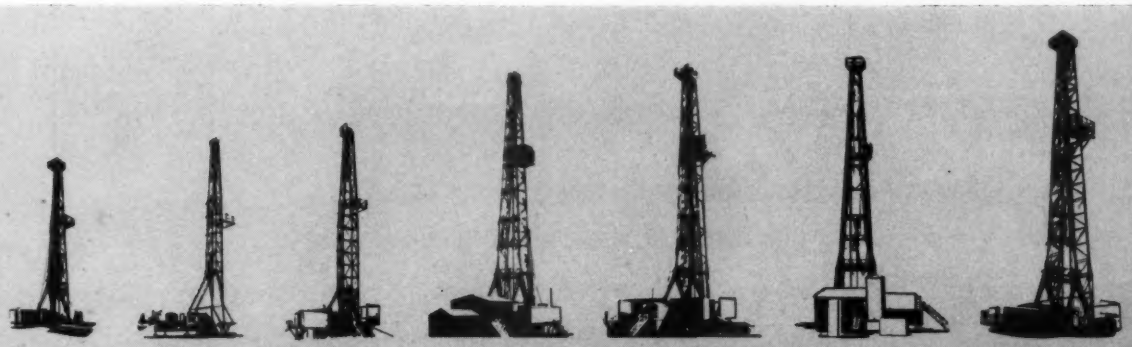

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